

# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,  
ENGINEERING, BANKING, MINING, MANUFACTURES.

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## American Railroad Journal.

New York, Saturday, May 4, 1872.

### Junction Railway.

This road, which is intended to connect the Michigan Branch of the Canada Southern Railway with Toledo, will be commenced immediately and hurried to completion. The stockholders of the Junction Railway met in Toledo on the 24th ult., for the purpose of perfecting an organization, and the following Directors were elected: Milton Courtwright, of Erie, Penn.; Sidney Dillon, of New York; J. S. Casement, of Painesville, Ohio; Robert Cummings, C. A. King, G. W. Davis, and C. B. Phillips, of Toledo.

At a subsequent meeting, the Directors elected officers as follows: President—Gen. J. S. Casement; Vice President—C. A. King; Secretary and Treas.—C. B. Phillips.

The Company will at once proceed to the construction of a road from Toledo to the Michigan State Line, and have a connection completed with the city as soon as the main line of the Canada Southern Railway is finished which will probably be by the close of navigation next fall.

## MAY INVESTMENTS.

Banking House of  
**JAY COOKE & CO.,**  
20 Wall Street.

We offer for sale at par and accrued interest the First, Mortgage Land Grant Gold Bonds of the Northern Pacific Railroad Company. They are free from United States Tax to the holder, and are issued in the following denominations: Coupons, \$100, \$500 and \$1,000; Registered, \$100, \$500, \$1,000, \$5,000 and \$10,000.

The Bonds are secured by a first and only mortgage on all the property and rights of the Company, which will embrace, on the completion of the work: First, Over Two Thousand Miles of Road, with rolling stock, buildings and all other equipments; Second, Over Twenty-three Thousand Acres of Land to every mile of finished road. This land extends in a broad, fertile belt from Wisconsin, through the richest portions of Minnesota, Dakota, Montana, Idaho, Oregon and Washington, to Puget Sound.

Both Principal and Interest on the Bonds are payable in Gold coin, at the office of JAY COOKE & Co., New York City—the Principal at the end of 30 years, and the Interest (at the rate of seven and three-tenths per cent. per annum) first of January and July.

These Bonds are at all times receivable at ten per cent. premium, in payment for the Company's lands (now being offered for sale), at their lowest cash price.

In addition to their absolute safety, the Bonds yield an income larger we believe, than any other first-class security. Persons holding United States 5-20s can, by converting them into Northern Pacifics, INCREASE THEIR YEARLY INCOME ONE-THIRD, and still have a perfectly reliable investment. And with the same entire confidence with

which we commended Government Bonds to Capitalists and People, we now, after the fullest investigation, recommend these Northern Pacific Bonds to our friends and the general public.

Further information, pamphlets, maps, &c., will be furnished, on application, by any of the Banks or Bankers acting as Agents for the Loan.

**JAY COOKE & CO.**  
New York, Philadelphia and Washington.  
FISCAL AGENTS NORTHERN PACIFIC RAILROAD COMPANY.

### Accidents upon Railroads.

The subject of accidents upon railroads has not generally been discussed in a spirit and manner befitting its character. It is usually entirely neglected, until some misfortune befalls a railroad, when the daily press join in the most violent clamor and the most ridiculous vaticinations respecting railroad management in general, and safeguards against accidents in particular, which have little more influence than the uncorking of a bottle of soda water.

There are, of course, three kinds of accidents, 1. Those resulting from neglect or misunderstanding on the part of the officials of a railroad. 2. Those resulting from the breaking of any part of a train, or of the track. And, 3. Those resulting from the carelessness of passengers, or of persons crossing or re-crossing a track.

It speaks well for the general excellence of the management of our railroads, that so few serious accidents occur from the first of these causes. But it happens that when accidents do occur from the neglect or incompetence of employees, they are usually of a very severe character. A collision, or what is usually worse, the running of one train into the rear of another, seldom takes place without resulting in a serious loss of life. Five such accidents, which have occurred within the past eighteen years, caused a loss of more than two hundred lives, an average of more than forty each. We do not suppose that this class of accidents can be entirely avoided. Until men become perfect we must look for collisions between railroad trains. It was supposed that by means

of double tracks, and the use of the telegraph, they would become much less frequent; as indeed they have, in proportion to the number of trains that are run; but with better means of avoiding danger, greater risks are taken, and the public will undoubtedly be occasionally startled by accidents of this character, involving serious loss of life and limb.

Accidents from the second cause are of much more frequent occurrence and not less disastrous. A broken rail, a broken truck, a spread track, or an imperfect bridge, not unfrequently produces the death or serious injury of many scores of people. That these occur as frequently as they do, is partly the fault of railroad management, and partly the fault of our railroad system—the manner in which our railroads are constructed. Strength and solidity have not been the primary considerations in the construction of many railroads in the United States. They must be built and operated cheaply, and with only such excellence as is consistent therewith. Even this is not always secured, for in the building of many land-grant roads, with politicians directing their affairs, much jobbery has either added to the cost or impaired the quality of the work. We look for improvement under this head. As old structures are rebuilt they will be made stronger. The steel rail will be less liable to break. Experience has pointed where caution must be exercised to guard against accidents resulting from the breaking of material. One division of this branch of the subject, however, still baffles management, and is full of danger to the public. We refer to draw-bridges. Some of the most serious accidents in the history of railroads have been the plunging of trains through draw-bridges. That at Norwalk, though occurring 19 years ago, is still fresh in the memory of the public. There seems to be no safety except in the extreme measure which the New Haven Company then resorted to, namely, requiring every passenger train to come to a full stop before crossing any such bridge. A draw-bridge is from its nature a movable structure. It must be opened and may not be fully closed; and thus requires extraordinary provision against accidents from its use.

Of the third cause of accidents—the carelessness or recklessness of people themselves—little need be said. The only wonder is that they do not more frequently occur. In no other country in the world, are steam locomotives allowed to run along and across public highways. Here, again, has public security been sacrificed to economy. The public practically has said to railroad companies substantially this: "To build a railway as it is built in Europe will greatly increase its cost, which will increase your charges upon passengers and freight; therefore occupy our public and private highways wherever you may conveniently do so, and we will take our share of the risk." Nothing but the complete isolation of the tracks of our railroads can reduce the number of accidents of this character; and such isolation seems not, as yet, to be generally demanded.

If it be supposed, that accidents occur in this country more frequently and more disastrously than in Europe, it is a mistake. The following are late statistics upon the subject:

ACCIDENTS UPON RAILROADS IN BELGIUM.			
Year.	Total of casualties.	Whole No. of passengers carried to each casualty.	Miles of road operated each casualty.
1866.....	168	69,270	2.93
1867.....	150	84,113	3.56
1868.....	157	81,683	3.42
1869.....	117	116,043	4.58
ACCIDENTS UPON RAILROADS OF GREAT BRITAIN.			
1866.....	850	323,829	16.29
1867.....	1004	286,562	14.19
1868.....	812	374,753	17.00
1869.....	1553	190,446	9.75
ACCIDENTS UPON RAILROADS OF MASSACHUSETTS.			
1866.....	115	192,407	12.13
1867.....	134	176,570	10.56
1868.....	119	209,378	12.06
1869.....	164	171,502	8.89

We grant that our railroads are more liable to accident. They are not so well built. They are more subject to the action of severe frosts. Their tracks are much more open to the approach of pedestrians, vehicles, and cattle, the employees are not subject to as rigorous discipline, nor as thoroughly trained. But our people are much more intelligent, have more presence of mind, and easily avoid dangers which the average European would stumble into. Our railroad employees, if not under so good discipline, are less subject to mere routine, less trammelled by red-tape, and rigid conventionalities. With us a conductor or engineer will not hesitate to act as brakeman, switchman, or to bear a signal in any direction, should the safety of his train demand; in Europe this would be impossible. Doubtless, the manner of building our ordinary passenger cars serves to diminish the injury resulting from accidents. In one case, a train ran into the rear of another; but the passengers in the rear cars were warned in time, and nearly all made good their escape. This could not have been done in an English train. The peculiar severity of accidents which have happened to sleeping cars also suggests the superiority in point of safety of the day passenger car which is mostly in use.

#### Wheeling and Lake Erie Railroad.

The common council of Wheeling, W. Va., on the 23d ult. passed an ordinance submitting to the people, at an election to be held on June 1st, the proposition to subscribe \$300,000 to the construction of a railroad bridge across the Ohio river at that point. The purpose of the bridge is to make a connection with the Wheeling and Lake Erie Railroad, now under construction. This road has a capital stock of \$4,000,000, with authority to issue bonds for \$3,200,000, and runs to Sandusky on Lake Erie, 150 miles, and thence to Toledo 45 miles. The whole line has been put under contract to be completed within two years after the surveys shall be made and the local subscriptions filled up. The *Wheeling Intelligencer* prints a report on the road made by Joel Wood, its president, in which he claims that it will shorten the distance between Baltimore and Sandusky by 70 miles, and "will materially stimulate the trade between Baltimore and the Western cities and great lakes."

Hugh J. Jewitt has been elected President, Daniel Applegate Treasurer, and W. King Secretary of the Central Ohio Railroad Company.

#### Pittsburgh, Cincinnati and St. Louis Railway.

To the Stockholders of the Pittsburgh, Cincinnati and St. Louis Railway Company:

Your Board of Directors, in surrendering the trust confided to them at the last annual election, beg leave to submit the following report of the operations on the different roads owned and leased by your company, and of its financial condition at close of the fiscal year.

The Annual meeting occurring so soon after the end of the year, it is quite impracticable, in view of the extended operations of the company, to give the actual results of the year's business.

Those herewith presented, thereupon, are based upon the settlement of the company's accounts to November 30th, ult., with an estimate for the additional month of December.

The earnings and expenses of the road operated by your company during the past year were as follows:

#### PITTSBURGH, CINCINNATI & ST. LOUIS RAILWAY.

##### EARNINGS.

From freight.....	\$2,320,076 23
" passengers.....	773,532 04
" mails, express, &c.....	223,365 17

Total for 1871.....	\$3,316,973 44
Total for 1870.....	2,864,559 24

Increase (15 1/2 per cent.).....	\$452,414 20
Earnings per mile of road.....	\$16,500 00

##### EXPENSES.

To conducting transportation.....	\$871,217 70
" motive power.....	703,253 14
" maintenance of way.....	567,517 61
" maintenance of cars.....	180,949 68
" general expenses.....	51,140 54

Total for 1871.....	\$2,374,978 67
Total for 1870.....	2,115,790 36

Increase (12 2-10 per cent.).....	\$258,288 41
Per cent. of earnings absorbed by expenses 1871, 71 6-10; do., 1870, 73 9-10.	

The net earnings of this road were.. \$942,394 77

From which deduct for one year's interest on funded debt.....	\$669,090 00
Hire of equipment (since purchased).....	27,322 07
	696,412 07

Profit in operating P. C. & St. Louis Railway..... \$246,482 70

Of this amount there has been paid for interest that matured prior to January 1st, 1871.....	\$260,108 05
Rent of equipment.....	61,260 15
Sundry old claims.....	41,854 53
	363,222 73

Actual loss in 1871.....	\$116,740 03
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#### LITTLE MIAMI RAILROAD.

##### EARNINGS.

From freight.....	\$929,233 95
" passengers.....	690,595 51
" mails, express, &c.....	146,730 42

Total for 1871.....	\$3,766,559 88
Total for 1870.....	1,873,468 38

Decrease (5 7-10 per cent.).....	\$106,908 50
Earnings per mile of road.....	\$8,981 00

It is proper to state in this connection, with reference to the foregoing decrease in earnings, that there was included in the earnings of 1870, \$41,564, for dividends on 10,391 shares in the stock of the Columbus and Xenia Railroad Company, held by the Little Miami Railroad Company, and transferred to this company with the assets of the former company at the time of the lease. Although forming a legitimate source of revenue, and properly to be taken into consideration in computing



the value of the lease, they cannot be treated as earnings, strictly speaking, of the Little Miami Railroad.

## EXPENSES.

For conducting transportation.....	\$446,254 57
" motive power.....	327,432 33
" maintenance of way.....	272,276 62
" maintenance of cars.....	134,232 60
" general expenses.....	79,606 60

Total for 1871.....\$1,259,802 73  
Total for 1870.....1,219,236 72

Increase (3½ per cent.).....\$40,566 01

Per cent., of earnings absorbed by expenses 1871, 71 3-10; do., 1870, 65 1-10.

The net earnings of this road were.....\$506,757 15

Add revenue from miscellaneous sources.....55,372 49

Total.....\$562,129 64

From which deduct for one year's interest on funded debt of the companies embraced in the lease of the Little Miami Railroad..\$188,934 31

One year's dividend and U. S. Tax on the same, under said lease.....493,847 73

Organization and other expenses.....13,874 97

Interest on bonds of Cincinnati Street connection.....6,384 52

708,041 53

Loss in operating Little Miami Railroad.....\$140,911 89

Add for sundry claims paid, incurred in previous years.....23,151 16

Total loss in 1871.....\$164,863 05

## COLUMBUS, CHICAGO &amp; INDIANA CENTRAL RAILWAY.

## EARNINGS.

From freight.....	\$2,852,014 23
" passengers.....	1,145,831 62
" mails, express, &c.....	172,492 03

Total for 1871.....\$4,170,337 88

Total for 1870.....3,581,018 10

Increase (18 1-10 per cent.).....\$689,319 78

Earnings per mile of road.....\$7,104 00

## EXPENSES.

For conducting transportation.....	\$969,788 60
" motive power.....	1,135,753 17
" maintenance of way.....	658,384 33
" maintenance of cars.....	277,017 85
" general expenses.....	89,062 30

Total expenses 1871.....\$3,130,106 25

Total expenses 1870.....2,856,910 16

Increase (9 56-100 per cent.).....\$273,196 09

Per cent. of earnings absorbed by expenses 1871, 75 1-10; do., 1870, 80 9-10.

The net earnings of this road were.....\$1,040,231 63

From which deduct for rental from Feb. 1, to Dec. 1, 1871, being 30 per cent. of gross earnings.....\$1,154,313 73

Less difference in adjustment to April 1, assumed by Pennsylvania Railroad Co..135,088 70

1,019,225 03

Profit in operating C., C. & I. C. Railway.....\$21,006 60

Sundry claims paid belonging to previous years.....51,006 70

Actual loss in 1871.....\$30,000 10

The net result of the operating of the three roads controlled by the company may now be stated as follows:

Profit in operating P. C. and St. Louis Railway.....	\$246,482 70
Profit in operating C., C. and I. C. Railway.....	21,006 60

Total.....\$267,489 30

Less loss in operating Little Miami Railroad.....140,911 89

Net profit on all the lines of.....\$126,577 41

Claims paid belonging to previous years as before stated.....438,180 59

Actual loss on all the lines in 1871.....\$311,603 18

To which add net loss to December 31, 1870.....575,795 57

Shows a total deficit to December 31, 1871.....\$887,398 75

## FINANCIAL CONDITION.

The foregoing result places the financial condition of the company, December 31, 1871, as follows:

Common stock.....\$1,774,700 00

" of S. I. & I. R. R. Co., unconverted.....725,300 00

Total common stock.....\$2,500,000 00

Preferred stock.....\$2,917,250

" of S. & I. R. R. Co., unconverted.....7,100

Total preferred stock.....2,924,350 00

Funded debt.....10,004,140 24

Bonds of Cincinnati Street Connection Railway assumed with lease of Little Miami Railroad.....262,500 00

Loan of Pennsylvania Railroad Co.....3,049,893 21

Loan of Union R. R. & T. Company.....100,000 00

Bills payable.....640,290 72

Due other companies.....184,779 96

Due for current expenditures.....925,991 86

Miscellaneous liabilities.....125,803 01

Supplies and other assets received with leased roads payable at the termination of leases.....1,100,479 96

Total.....\$21,818,228 46

To represent which the company has the following fixed property and assets, viz:

Cost of road, real estate, equipment, &c.....\$18,030,444 30

Additions made to Cincinnati Street Connection Railway.....64,639 00

Due for betterments to leased roads, payable in stock and bonds of companies owning said roads...636,467 35

Supplies on hand.....513,723 86

Due by Station Agents, &c.....284,350 21

Due by other companies.....416,736 94

Miscellaneous assets.....333,378 96

Sundry securities.....506,855 50

Cash.....144,228 50

Total.....\$20,930,829 71

Leaving a deficit as before explained, of.....\$887,398 75

While the aggregate result of the operating of the roads owned and leased by your company thus shows a loss, the steady increase of earnings, growing control over outlay and expenses and near approach to completeness of the entire properties, justify the belief that henceforward they will, as a whole, be self-sustaining, and ultimately yield a return to the shareholders.

During the year much has been done towards improving the properties, and the equipment of the roads owned and operated by your company, the cost of such improvement having been charged to repairs. The increased amount expended on your own road on this account, and in providing for the business represented by increased earnings was \$258,288 41.

Extensive additions have been made to your road and equipment during the past year, amounting to \$1,311,793 22, composed as follows:

For locomotives.....	\$514,812 98
" cars.....	396,781 56
" tunnel widening.....	158,509 84
" double track and sidings.....	182,787 76
" real estate and right of way.....	46,995 27
" miscellaneous purposes.....	12,455 81

Total.....\$1,311,793 22

This amount appears in the accounts as part of the "Cost of Road and Equipment." The means whereby this outlay was met, were derived mainly from the Pennsylvania Railroad Company, and with similar expenditures previous to 1871, form the greater part of the indebtedness to that company, which as stated above is \$3,049,893 21. Of the whole amount of this debt \$2,122,571 28 was incurred prior to January 1, 1871, as certified by your late President, Hon. Thomas L. Jewett, and \$2,626,618 91 had accrued to April 1, 1871, the date at which your Board assumed the active charge of the property. It has been arranged to pay \$3,000,000 of this debt by an issue of an equal amount of preferred stock at par, the Pennsylvania Railroad Company having signified its willingness to receive such stock in payment. You will, therefore, be requested to vote upon the question of authorizing an increase of \$3,500,000 of preferred stock, the excess of \$500,000 to be held in reserve for future contingencies. The remainder of the debt due the Pennsylvania Railroad Company, \$49,893 21, is payable in the income bonds of the Columbus, Chicago and Indiana Central Railway Company at par, receivable by your company in payment of betterments made to that road.

The line of your company to St. Louis terminates at that important point with the St. Louis, Vandalia and Terre Haute Railroad, in the operating of which, as co-lessee, you have a large direct interest. The current operation of this road is self-sustaining, but the necessity for increased equipment for its growing business has required some outlay which promises a large return, but for the present is a draft upon your resources.

You are asked to sanction the lease of the Chartiers Railway, which will be laid before you. Its terms impose no responsibility on your company, beyond the superintendence of its operation, and its accounts, and the payment of its net earnings to the Chartiers Railway Company.

The independent access of the line of your company to the great starting point for the South, at Louisville, had become so important, and was so entirely dependent upon mere comity, which might any day be terminated by the intervention of rival interests, that your Board has taken action to secure an approach to Louisville, by a lease of the Jeffersonville, Madison and Indianapolis Railroad, which lease will also be presented to you for your consideration, and you are asked to ratify and confirm it at your present meeting. It provides for a rental to be paid equivalent to the interest and sinking fund on the funded debt of the proprietary company, and a dividend of seven per cent. per annum on its capital stock of \$2,000,000. Its terms are guaranteed by the Pennsylvania Railroad Company, and it is believed that the property it embraces will be self-sustaining, besides forming an indispensable link in the lines of your company.

Your Board takes pleasure in acknowledging the valuable aid it has received from the officers of the company, and the efficient manner in which they and the employees, in all departments, have conducted that portion of the business committed to their charge.

By order of the Board.

THOMAS A. SCOTT, President.

The contractors for the grading of the Atchison, Topeka and Santa Fe railroad are pushing forward rapidly to Fort Larned.

## Commerce of New York.

The foreign imports at New York for the month of March, 1871 and 1872, are officially stated as follows:

	1871.	1872.
Entered for consumpt'n.	\$22,639,471	\$20,779,299
Do. for warehousing	18,271,955	15,585,953
Free goods	2,577,244	2,561,827
Specie and bullion	207,394	291,189

Total entered at port	\$38,696,064	\$39,218,268
Withdrawn fr. wareh'use	11,695,478	10,998,300

The foreign imports at New York for the three months from January 1, were:

	1871.	1872.
Entered for consumpt'n.	\$53,804,068	\$59,753,377
Do. for warehousing	37,376,557	45,061,042
Free goods	8,884,144	7,715,276
Specie and bullion	2,914,631	574,212

Total entered at port	\$102,979,450	\$113,103,907
Withdrawn fr. wareh'se.	34,386,994	35,132,208

The foreign imports at New York for the nine months ending March 31, were:

	1871.	1872.
6 months ending Jan. 1.	\$156,339,208	\$183,028,276
January	28,792,062	35,679,496
February	35,491,324	38,206,143
March	38,696,064	39,218,268

Total	\$259,318,658	\$296,132,183
Deduct specie	7,616,366	2,180,768

Total mdse.....\$251,702,292 \$293,951,415

The duties received at New York for nine months ending with March, were:

	1871.	1872.
6 mos. ending Jan. 1.	\$67,729,184 75	\$74,078,181 75
January	12,010,020 67	13,317,086 82
February	12,258,147 69	14,710,928 08
March	15,306,799 14	14,095,994 24

Seven months....\$107,303,152 25 \$116,202,190 89

The exports from New York to foreign ports in the month of March, were:

	1871.	1872.
Domestic produce	\$21,211,713	\$15,602,687
Foreign free goods	121,098	120,905
Do. dutiable	806,521	806,427
Specie and bullion	7,569,880	2,713,604

Total exports	\$29,709,212	\$19,243,623
Do. exclusive of specie	23,139,332	16,530,019

The exports from New York to foreign ports for three months from January 1, were:

	1871.	1872.
Domestic produce	\$57,842,194	\$50,529,053
Foreign free goods	194,315	479,888
Do. dutiable	1,680,441	2,387,251
Specie and bullion	13,741,157	5,226,623

Total exports	\$73,458,107	\$58,622,815
Do. exclusive of specie	59,716,950	53,396,192

The exports (exclusive of specie) from New York to foreign ports for nine months ending with March, were:

	1871.	1872.
6 months ending Jan. 1.	\$107,654,919	\$119,604,290
January	18,337,876	18,951,004
February	18,739,742	17,915,169
March	22,139,332	16,530,019

Total produce	\$167,371,869	\$173,000,482
Add specie	55,092,032	27,537,547

Total exports.....\$222,463,901 \$200,538,029

The Elkhorn Independent states that the surveyors are busily at work surveying the line of the Old Wisconsin Central Railroad via Geneva, Elkhorn, Whitewater, &c., and hopes to see the road built the present summer.

## Texas Pacific Railroad.

The amended Texas Pacific Railroad bill has been passed by the United States Senate. It provides that the company must build and maintain a line from Marshall, Texas, to Shreveport, Louisiana, and requires the gauge to be uniform with other Pacific roads. Twenty-five miles must be built from the western terminus eastward within three years, and not less than one hundred miles within two years from the eastern end, and not less than one hundred miles a year thereafter, and the whole road to be completed in ten years. An amendment limiting the issue of construction bonds to \$40,000 a mile, and authorizing the company to include in mortgages to secure their bonds any lands they may acquire by consolidating with other roads to whom land grants may have been made, along the same route, was passed. The company is also required to begin the construction of the road from San Diego eastward within one year from the passage of the act.

## Great Western Railway of Canada.

## REPORT OF THE DIRECTORS.

The receipts on capital account during the half-year to January 31st, 1872, amounted to 155,270, as follows:

Five per cent. preference stock, fourth instalment	£102,617
Ditto in anticipation of the last instalment	2,547
Ditto paid up in full for conversion into ordinary shares	177,238
	£282,402

Deduct 4 per cent. bonds due 1st Jan., 1872, paid off	£142,203
Ditto difference in exchange on 292 shares transferred from Canada to London	14
	142,217

£110,185

Shares issued on conversion of preference stock during the half-year at the rate of 5 shares for every 100% stock, viz.:	
602,740% stock converted into 30,137 shares of 20% 10s. each	£617,808
620% stock converted into 31 shares of \$100 each	637

£618,445

Less preference stock cancelled on conversion	603,360
	15,085

£155,270

The total receipts on capital account amounted, on 31st January, to 6,559,578%.

The charges on capital account during the half-year amounted to 284,410%, of which 106,661% has been expended on account of the Glencoe, 19,877% the balance to complete the Brantford branch, 30,438% for 13 new narrow gauge freight locomotives, being additional stock, 39,735% for 50 new platform cars and 239 new freight box cars, and the increased value of 50 new eight-wheeled box freight cars, replacing the same number of four-wheeled box cars, which have been transferred to the engineer's department, also being additional stock, 6½ miles of additional sidings at various parts of the line, proportion of charge (3% per ton) of 4,000 tons of steel rails laid in the main line during the half-year, and sundry smaller expenses, the details of which are shown in the engineer's and mechanical superintendent's reports.

The total expenditure to 31st January amounted to 5,985,563%, leaving a balance unexpended of 574,015% at the credit of capital account.

The receipts and expenditure on revenue account for the half-year have been as follows:—

Gross receipts	£527,351
Working expenses, including renewals and all charges	313,636
	£213,715

From which is deducted—

Interest on bonds	£40,379
Discount and charges on conversion of American currency	27,818
Amount set aside for renewals of ferry steamers	3,000
Loss on working Erie and Niagara	1,082
Alteration of gauge account—proportion charged this half-year	9,100
Amount paid for repairs and compensation Nith River Bridge accident account	5,993
Vote of shareholders to Chicago fire relief fund	1,000
	88,373

£125,341

Add profit on working Galt and Guelph	£1,139
Balance of interest account	4,670
	5,810

Profit on half-year's working	£131,151
Add surplus from last year	4,846

£135,998

The dividend for the half-year on the 5 per cent. preference stock amounts to 7,429%, leaving a balance of 128,568%. From this balance the directors recommend the payment of a dividend for the half year on the ordinary shares at the rate of 6 per cent. per annum, payable in London on 30th April, which will absorb 122,924%, and leave a balance of 5,643% to be carried forward to the next half-year.

The aggregate revenue receipts (exclusive of Galt and Guelph), compared with the corresponding half-year, exhibit a gross increase of 83,002%, as follows:—

In way passenger traffic	£10,142
Through passenger traffic	9,391
Way freight and live stock traffic	28,341
Through freight and live stock traffic	32,957
Mails and express freight	2,119
Rents	49

£83,002

With these increased gross earnings producing an increased net revenue of 36,847%, the directors are unable to declare a larger dividend than in the corresponding year, the result having been adversely affected in comparison with the corresponding half-year by the following items, among others—

Proportion of alteration of gauge account	£9,100
Proportion of Nith River Bridge accident account	5,993
Special vote to Chicago fire relief fund	1,000
Amount credited in corresponding half-year, being balance accrued under working of Tripartite agreement for year 1870	3,196
Increased loss by converting a greater amount of American currency than in corresponding half-year	10,458

The balance being increased dividend on account of the participation of further instalments paid on preference stock, and the large amount paid up in full and converted into ordinary shares during the half-year.

The renewal fund for the ferry steamers amounts to 17,980%, after debiting 8,287% on account of new Car ferry steamer under construction. There remains yet to be expended for this steamer 8,700%, so that if the total costs of the boat had been charged in the accounts of the 31st January, there would still be a credit at the renewal fund of 14,280%, with a new steamer in addition to the two already owned by the company. A portion of this balance, however, is applicable to writing off the debit standing against



the late steamer "Transit," and will be so dealt with.

The discount and charges on the conversion of American currency for the half-year amounted to 27,818, as compared with 17,360, in the corresponding half-year.

This increased loss, notwithstanding the lower rates of gold, is due to the increased amount of earnings in American currency.

The average rate of conversion was 111 1-16th, as compared with 113 1/4 in the corresponding half-year, the average price of gold having been 111 1/4 this half-year. The amount of assets in American funds at 31st January was \$360,519 91, as compared with \$348,022 41 at the commencement of the half-year.

The following table exhibits the receipts and expenses (including renewals) for seven corresponding half years:—

Half-year ending	Receipts.	Expenses.	Per cent.
31 Jan., 1866....	£387,039	£170,003	143.93
31 Jan., 1867....	331,513	166,632	50.26
31 Jan., 1868....	400,812	193,666	48.31
31 Jan., 1869....	423,311	209,752	49.55
31 Jan., 1870....	424,182	243,379	57.37
31 Jan., 1871....	444,348	267,481	60.19
31 Jan., 1872....	527,351	313,636	59.47

It should be observed that the expenses during the half-year include a sum of 3,401, for locomotive renewals, and also a sum of 4,109, for car renewals, in addition to the amount actually expended, which sums have been carried to the credit of a renewal fund account, it having been impossible to carry out the full repairs during the half-year in consequence of the great demand for the rolling stock. The directors have, during the past half-year, had under consideration a recommendation from the company's officers in Canada, that the half-yearly charge to revenue for the future repairs and renewals of rolling stock should be made at a fixed rate per mile. This principle, which is in conformity with the views of the auditor, has been approved by the board and will be adopted in the next half-year's account.

The following is a summary of the revenue results of the past half-year, compared with the corresponding period (including Galt and Guelph traffic:—

Half-years ending	1872.	1871.
Passenger traffic:—Way....	\$442,117	\$390,520
Through	451,568	405,864
Total.....	892,685	796,384
Freight traffic:—Way.....	591,044	453,202
Through.	1,034,382	873,989
Total.....	1,625,426	1,327,189
Excess baggage, mails, and express freight.....	67,780	57,430
Total traffic earnings..	\$2,586,892	\$2,181,005

It is satisfactory to note in the earnings for the past half-year that the local traffic continues to show a steady increase, the per-centage to the total traffic being 39.93 per cent., as compared with 38.67 per cent. in the corresponding period.

The analysis of traffic receipts during the half-year gives the following results:—

Passenger earnings per mile—	1872.	1871.
	Cents.	Cents.
Receipts per way passenger.....	2.896	2.707
" per through passenger.....	2.256	2.304
Freight earnings per mile—		
Receipts per ton way freight.....	3.254	3.430
" " through freight.....	1.223	1.369

During a large portion of the half-year, West-bound freights were carried at excessively low rates; but an arrangement was arrived at in the last week of November for a restoration to nearly corresponding rates, and those increased rates have since been maintained.

The cost of ordinary working expenses per

train mile for seven corresponding half-years is as follows:—

Jan. 31,	Sterling.	Jan. 31.	Sterling.
1866.....	4s. 6 1/2d.	1870.....	4s. 9 1/2d.
1867.....	4 7 1/2	1871.....	4 6 1/2
1868.....	4 5 1/2	1872.....	4 8
1869.....	4 3 1/2		

The condition of the roadway may be stated as excellent, enabling the trains to run with great regularity. The use of steel rails continues to prove satisfactory. Of the 229 miles of main line 79 miles are laid with steel rails, and it is proposed, during the year 1872, to add about 80 miles more of steel track, and in 1873 to relay the remainder of the main line 70 miles with steel rails.

On 31st January the whole of the company's car stock had been converted to the 4ft. 8 1/2in. gauge, but the third rail, affording also the 5ft. 6in. gauge, is still kept down between London and Hamilton, 76 miles, on which to run the broad gauge locomotives until they can be sold or are worn out.

Adopting the formula of the auditors, but applying the careful estimates of the mechanical superintendent, the cost of completing the conversion from broad to narrow gauge is expected to be somewhat less than stated in the last report; but in order to allow for contingencies, the same amount (9,100,000) as in last half-year's accounts has been deducted.

The Wellington, Grey, and Bruce was opened for traffic to Harriston, 48 1/2 miles, on 27th November. There is, therefore, the result of only nine weeks' working of the extended mileage in the half-year's results. The increase to the Great Western traffic during the half-year was 7,293, while the profit of working the line at 70 per cent. of their earnings amounted to 42,18s. 2d. Recently 7 additional miles to Clifford have been opened.

The directors consider it desirable that the company should become owners of the Erie and Niagara, a line of 31 1/2 miles, extending from Lake Erie to Lake Ontario, along the Niagara River, which has been worked by the Great Western since the autumn of 1866. An agreement has been entered into for the transfer of this railway, with all its property, franchises and privileges, to be secured if necessary by parliamentary title, for the sum of 75,000, which will be submitted for the approval of the proprietors.

The branch line from Suspension-bridge to Buffalo, belonging to the Erie and forming an alternative route to New York by that railway, continues to prove of great value, and the relations with that company for the interchange of traffic cannot fail to be improved by the recent reorganization of the Erie board.

The receipts and expenditure of the Detroit and Milwaukee have been as follows for the year ending 31st December 1871:—

Gross earnings.....	£309,702
Working expenses, taxes, &c..	£193,476
Interest on bonds, &c.....	88,445
	281,921

Balance..... £27,780

The new lines in Michigan, across the Detroit and Milwaukee, have naturally affected that company's traffic, but not so seriously as might have been expected.

The directors have the satisfaction of stating that the great Western of Canada is in every respect a sound property. The condition of its permanent way and rolling stock, with its narrow gauge track throughout, and its established connections in the United States, will enable it to claim its full share of the inexhaustible traffic flowing from the Western States to the Atlantic seaboard.

The Pittsburg City Councils have authorized the erection of new water-works, at a cost of \$3,000,000. The works are to be constructed on Brilliant Hill on the banks of the Allegheny river, about seven miles from the city.

#### Philadelphia Scale Works.

The Messrs. RIEHLE BROS., proprietors of the Philadelphia Scale Works, who succeeded Abbott & Co. and Banks, Dinmore & Co. a few years since, are gaining for themselves an enviable reputation by their manifest perseverance, energy and enterprise. Their Testing Machine which recently appeared in the *Scientific American* of 50 tons capacity, and the one of a different description which appears in May number of the *Franklin Institute Journal*, are proofs of a spirit of advancement possessed by them which is certainly commendable.

These machines are exceedingly accurate, and spoken of as being most satisfactory in their working; they have several in operation for some years; but recently, on account of the many inquiries received from all directions, they have made the subject of Testing Metals, Rope, Chain, Stone, &c., a matter of study, and have made several valuable improvements in it. They make the only Wrought Iron Lever Railroad Track Scale whose excellence is acknowledged by numbers having them in use. The fulcrums are made on philosophical principles, being composed of steel knife edges cushioned in wrought iron, carefully finished and accurately fitted into the levers. This scale has never broken down in any instance, but is strong, durable and reliable. Their celebrated Stock House or Charging Scale, with any desired number of beams, used in Iron Furnaces, &c., is well and favorably known and is considered indispensable. These Compound Parallel Crane Beams, for weighing heaving castings, &c., are constantly manufactured by them, originating, as they did, at their works. Their Rolling Mill Scales are made extra heavy, and particularly adapted for the purpose intended.

This firm have made for several years past a patented frost-proof Wagon Scale. The levers are placed at right angles, from the edge of platform, and all the jar comes necessarily upon the ends of the fulcrum, instead of striking them obliquely, as in the case of other scales, and thus producing a serging motion so injurious to the fulcrum points and knife edges. They are built upon sill wall, and do not hang from the surrounding foundation walls which are more or less subjected to the action of the frost. This scale has a steady platform, and with the Patented Double Beam attachment comprises the best scale for the purpose ever presented to the public. Any one visiting Philadelphia would be well repaid if they call at the Philadelphia Scale Works, and will be shown through them, and receive every attention; or if they have no time to call, will receive illustrated catalogue upon application. Their card can be found in another column of this paper.

The Danville (Va.) *Register* says that about 500 hands are now employed on the grading of the Lynchburg and Danville Railroad throughout its length. The work is being everywhere prosecuted with energy. They are getting ready to construct a bridge across Cherrystone, near the court-house, and the present expectation is that the Banister will be closed with trestle-work.

The laying of the Sugar River (N. H.) Railroad track from Newport to Claremont, commenced on the 30th ult.

## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Central Pacific (in gold):</b>													
1867.....	38,169	51,831	60,029	81,150	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,663
1868.....	46,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	279,422	286,562	342,743	2,300,767
1869.....	212,604	218,982	301,398	488,048	668,270	656,080	632,657	511,854	609,788	679,642	535,366	467,659	5,670,882
1870.....	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871.....	536,498	485,490	614,446	766,250	917,700	807,237	807,238	1,006,373	1,032,801	1,005,475	898,562	549,202	9,390,983
1872.....	634,480	545,487	863,050	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago and Alton:</b>													
1866.....	280,503	275,283	290,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1867.....	226,163	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,095,153
1868.....	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1869.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	568,101	486,196	503,746	409,569	361,701	4,508,643
1870.....	343,182	315,099	388,727	328,390	345,833	402,854	351,045	498,232	506,623	468,212	397,515	340,851	4,081,563
1871.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1872.....	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,237	465,607	377,687	5,278,910
1872.....	372,316	329,170	378,021	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago and Northwestern:</b>													
1863.....	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,156	551,122	435,945	407,688	2,811,544
1864.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	609,005	729,759	716,378	563,400	6,114,566
1865.....	541,005	482,164	499,296	468,358	595,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866.....	623,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,096	1,200,216	1,010,892	712,359	9,299,430
1867.....	696,147	674,664	766,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,471
1869.....	892,093	830,287	1,142,166	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,355,467	13,355,467
1870.....	706,025	763,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1871.....	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,991,868
1872.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Cleveland, Col., Cin. and Indianapolis:</b>													
1868.....	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869.....	204,112	180,840	239,522	247,061	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	248,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	327,538	318,626	354,766	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Illinois Central:</b>													
1864.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,170	799,236	661,391	657,141	603,402	6,329,447
1865.....	671,536	628,972	616,605	616,605	616,605	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866.....	603,063	507,206	505,465	411,605	569,520	567,679	480,626	578,253	671,348	661,971	588,219	504,066	6,546,741
1867.....	647,120	644,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868.....	587,443	536,165	444,443	618,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,622
1869.....	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870.....	623,383	601,789	601,326	656,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871.....	624,744	629,617	565,508	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	642,466	572,068	572,175	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Marietta and Cincinnati:</b>													
1866.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1867.....	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869.....	98,517	91,666	103,558	109,526	111,033	118,648	114,499	129,388	140,473	132,669	131,019	109,629	1,390,822
1870.....	98,275	91,379	101,379	106,246	110,213	111,117	118,407	132,998	163,531	144,023	141,376	1,418,869	1,418,869
1871.....	130,883	126,224	140,740	118,173	119,650	115,116	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872.....	152,577	142,408	150,784	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Michigan Central:</b>													
1864.....	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866.....	282,439	265,796	337,158	343,737	365,196	335,083	324,986	369,646	429,161	493,640	414,604	308,669	4,260,115
1867.....	304,096	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868.....	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,569,251
1869.....	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870.....	329,128	329,992	384,431	412,030	405,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871.....	418,755	442,665	441,686	470,703	480,847	427,090	422,515	529,890	628,660	582,802	533,506	.....	.....
1872.....	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Milwaukee and St. Paul:</b>													
1867.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	380,565	751,738	1,101,771	775,616	438,323	5,683,608
1868.....	369,223	321,203	333,508	436,412	555,718	458,191	422,398	522,682	1,024,045	1,037,464	556,917	468,880	6,517,646
1869.....	454,590	330,400	420,961	460,288	630,844	678,923	686,531	525,547	724,732	1,040,102	801,195	466,566	7,250,069
1870.....	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,760	327,431	377,571	483,884	682,367	658,018	611,113	606,557	815,345	841,150	644,625	473,295	6,668,056
1872.....	460,985	387,525	426,192	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Ohio and Mississippi:</b>													
1864.....	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865.....	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866.....	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867.....	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,621	365,371	379,387	336,066	272,053	3,459,319
1868.....	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	323,329	274,637	233,861	2,964,041
1869.....	180,366	214,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	288,044	298,027	254,896	2,915,543
1870.....	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	356,187	316,054	250,471	3,188,137
1871.....	245,982	258,564	384,599	243,650	222,203	180,241	211,352	288,989	325,379	330,991	.....	.....	.....
1872.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Pacific of Missouri:</b>													
1869.....	194,112	207,302	204,302										



## CITY PASSENGER RAILROAD SHARE AND BOND LIST

## HORSE PASSENGER RAILROAD SHARE LIST

## PASSENGER RAILROAD BONDS.

Years ending	Length equiv. single track	Horses and Drivers	Cars	COMPANIES.	Cost of Road and Equipment	Share Capital	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.
Sept. 30, '70	7.25	94	14	Albany.....N.Y.	156,100	110,300	40,000		87,061	22,592	p. c.	100	100	
Sept. 30, '70	0.96			Albany st. Freight (B'ton).Mass.	47,765	75,000		1,136	2,654	567	100	100		
Oct. 31, '70	3.41	11	4	Allentown.....Pa.	30,118	30,500			12,733	1,886	100	100		
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	1,075,049	900,000	604,000	29,500	480,046	54,828	6	100	100	24
Sept. 30, '70	22.00	412	53	Bleeker st. & F.F. (N.Y.C.)N.Y.	110,000	110,000			316,259	4,400	4	100	100	
Sept. 30, '70	3.36			Boston and Chelsea.....Mass.	41,000	41,000						100	100	
Sept. 30, '70	2.75			Boston & West Roxbury.Mass.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	
Sept. 30, '70	10.76	192	49	Broadway (Brooklyn).....N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6	100	100	
Sept. 30, '70	16.00	798	112	B'dway & 7th Av. (N.Y.C.)N.Y.	180,855	170,000	80,000	91	35,842	8,514	100	100		
Sept. 30, '70	7.00		28	Brooklyn, Bath & Coney I.N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,084	115,633	12.0	100	100	
Sept. 30, '70	72.00	1412	297	Brooklyn City.....N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	100	100		
Sept. 30, '70	24.33	211	49	B'klyn City, Hun. P. & P.P.N.Y.	600,000	600,000		24,048	150,922	23,653	100	100		
Sept. 30, '70	11.00	190	41	Brooklyn City & Newtown.N.Y.	103,000	180,000	100,000	(Open Oct. 1, 1870.)			100	100		
Sept. 30, '70	6.00			B'klyn Flatbush & Coney Isl.N.Y.	1,288,100	488,100	800,000				100	100		
Sept. 30, '70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	100	100		
Sept. 30, '70	4.50			Brooklyn & Rockaway Bh.N.Y.	415,121	73,000	341,464	14,927	164,622	19,466	7	100	100	
Sept. 30, '70	15.21	182	52	Buffalo street.....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7	100	100	
Sept. 30, '70	7.50	89	20	Bushwick (Brooklyn).....N.Y.	734,671	727,800	150,000	74			9.0	100	100	103
Sept. 30, '70	27.43			Cambridge (Boston).....Mass.	29,334	21,130	6,000		18,738	5,035	10	100	100	
Sept. 30, '70	3.26			Central City (Syracuse).....N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	100	100		
Sept. 30, '70	36.00	761	141	Cen. P. & N.E.R. (N.Y.C.)N.Y.	207,264	192,750			251,773	76,780	36.3	50	19	
Oct. 31, '70	7.25	250	50	Citizens' (10th & 11th sts.)Ph.Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg).....Pa.	647,363	500,000	214,000	39,238	147,689	17,414	100	100		
Sept. 30, '70	14.83	210	15	Coney Island (Brooklyn).....N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8	100	100	
Sept. 30, '70	22.79	109	9	Dry Dock, E.B. & B. (N.Y.C.)N.Y.	42,851	34,825			8,544	4,106	7	100	100	
Sept. 30, '70	3.50	12	4	Dunkirk and Fredonia.....N.Y.	257,698	171,700	82,700	1,619	27,701	4,241	100	100		
Sept. 30, '70	11.75			East New York & Jamaica.N.Y.	25,230	29,652			9,799	2,577	5.0	25	20	
Oct. 31, '70	1.63	12	3	Easton and S. Easton.....Pa.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	
Sept. 30, '70	18.00	867	161	Eighth Avenue (N.Y. City)N.Y.	224,749	200,000		24,738	34,986	11,129	5.5	100	100	
Dec. 31, '70	6.00			Elizabeth & Newark.....N.J.	32,291	19,907	20,296		16,143		50	9		
Oct. 31, '70	2.27	19	5	Erie City.....Pa.	44,763	29,335	10,000		12,327	2,185	100	100		
Sept. 30, '70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	1,052,479	748,000	215,000		384,900	93,276	10.0	100	100	
Sept. 30, '70	9.63	232	54	42d st. & Gr'd st. F. (N.Y.C.)N.Y.	786,242	491,750	187,500	30,000	329,095	36,039	6.0	50	49	44
Oct. 31, '70	17.04	301	45	Frankford & SouthwarkPh.Pa.	59,354	42,500			13,503	1,139	100	100		
Sept. 30, '70	3.25	26	6	Genesee & Water st. (Syr.)N.Y.	562,270	307,545	350,000		356,759	102,350	19.5	50	15	38
Nov. 31, '70	34.25	360	60	Germantown (Phila.).....Pa.	174,657	170,000			161,995	37,885	6.0	50	17	44
Oct. 31, '70	5.40	155	25	Girard College (Phila.).....Pa.	270,000	170,000	90,000		89,627	8,196	2	100	100	
Sept. 30, '70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	243,615	150,000	100,000	4,000	180,211	32,244	6.0	50	15	47
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.)Pa.	260,682	114,010	134,000	4,000	74,945	7,894	100	100		
Sept. 30, '70	10.00	112	24	Harlin Br. Morr. & F'dham.N.Y.	60,249	41,995	12,864	1,240	5,997	2	25	24		
Oct. 31, '70	2.14	11	4	Harrisburg City.....Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	21
Oct. 31, '70	14.10	336	56	Hest. Mant. & F'mount (Ph.)Pa.	79,835	75,000			22,120	3,252	100	100		
Sept. 30, '70	3.56	27	9	Kingston and Rondout.....N.Y.	168,555	105,000	62,500		100,785	9,201	25	10	30	
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.)Pa.	49,180	55,530			26,181	2,431	100	100		
Sept. 30, '70	3.82	50	9	Lowell Horse.....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	100	100		
Sept. 30, '70	1.75	239	35	Lynn and Boston.....Mass.	60,246	200,000	45,872		16,740	Loss.	100	100		
Sept. 30, '70	3.41			Malden and Melrose (B'n).Mass.	191,834	191,500		46,454	1,144		100	100		
Sept. 30, '70	0.91			Marginal Freight (Boston).Mass.	36,000	21,000	4,000		1,120		100	100		
Sept. 30, '70	3.07			Medford & Charlestown (B'n).Mass.	42,206	50,000		6,174	23,375		100	100		
Sept. 30, '70	4.88	43	6	Merrimack Valley.....Mass.	1,624,594	1,250,000		297,271	685,303	99,519	10.0	100	100	67
Sept. 30, '70	33.65	914	170	Metropolitan (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	100	100		89
Sept. 30, '70	7.29	247	49	Middlesex (Boston).....Mass.	50,806	30,000	15,000	2,402	34,807	2,962	100	100		
Dec. 31, '70	3.40			Newark and Irvington.....N.J.	476,598	797,320	167,000		124,733	3,330	100	100		
Sept. 30, '70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	300,000	300,000		3,853	9,393	Loss.	100	100		
Sept. 30, '70	3.22	16	6	Northampton & Wmberg.Mass.	24,612	25,000	8,000	3,195	1,920	1,920	100	100		
Sept. 30, '70	2.16			North Woburn (Boston).....Mass.	121,097	69,500	17,000	50,163	55,555		50	50		
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Ph.)Pa.	897,022	282,555	546,000	76,695	195,357	37,874	100	100		
Dec. 31, '70	17.29	167	28	Orange and Newark.....N.J.	100,000	100,000					100	100		
Dec. 31, '68	3.81			Passenger (Cin.).....O.	134,917	125,500			42,205	6,185	5.0	100	100	
Nov. 31, '70	9.66	30	15	Peoples' street (Scranton).....Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	58
Dec. 31, '70	12.08	336	76	Philadelphia City (C. & W.)Pa.	257,000	200,000	57,000		12,000	8,000	4.0	20	20	
Dec. 31, '70	5.65			Philadelphia and Darby.....Pa.	209,126	285,307	6,500		116,645	26,109	50	25	33	
Oct. 31, '70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	144,202	140,000	23,000		144,003	41,254	11.4	50	35	
Oct. 31, '70	8.25	154	28	Pbg. Allegheny & Manchest.Pa.	132,615	100,000	10,000	52,248	84,200	12.0	50	44		
Oct. 31, '70	6.00	100	17	Pittsburg and Birmingham.....Pa.	160,300	160,300		600	45,007	12,809	7	100	100	
Dec. 31, '68	6.88	92	16	Portland.....Me.	182,540	120,500	63,300	10,000	36,970		2.0	50	25	
Oct. 31, '70	8.00	50	11	Ridge Av. & Manayunk (Ph.)Pa.	91,626	60,000	20,000	7,208	34,015	Loss.	100	100		
Sept. 30, '70	10.00	72	20	Rochester and Brighton.....N.Y.	203,434	150,000	35,000	22,968	36,320	Loss.	100	100		
Sept. 30, '70	7.38	47	21	Salem.....Mass.	47,463	50,000			5,000	5,000	10.0	50	5	
Dec. 31, '70	3.49			Schuylkill River (Phila.).....Pa.	1,959,777	888,100	1,100,000		570,533	93,991	2	100	100	85
Sept. 30, '70	16.00	672	100	Second Avenue (N. Y. City)N.Y.	644,143	573,417	109,300		504,136	109,959	10.0	50	30	63
Dec. 31, '70	34.00	500	92	2d and 3d street (Phila.).....Pa.	119,822	160,000			111,446	17,883	12.5	50	16	
Dec. 31, '70	6.00	125	22	17th and 19th street (Phila.)Pa.	1,616,511	750,000	250,000	85,000	725,694	121,026	10	100	100	
Sept. 30, '70	8.38	680	82	Sixth Avenue (N. Y. City)N.Y.	75,000	75,000			4,500	4,500	6	100	100	
Sept. 30, '70	3.61			Somerville (Boston).....Mass.	418,891	400,000		13,283	200,996	35,061	9	100	100	71
Sept. 30, '70	6.43	280	43	South Boston.....Mass.	204,000	150,000	50,000	13,500	10,795	270	100	100		
Sept. 30, '70	7.25	280	43	South Brooklyn & Park.....N.Y.	56,542	50,000		5,255	4,527	70	100	100		
Sept. 30, '70	2.47	25	4	Springfield.....Mass.	40,044	33,000			11,907	408	100	100		
Sept. 30, '70	2.50	16	5	Stoneham street (Boston).Mass.	25,978	25,000	25,000		15,729	6,290	3	100	100	
Sept. 30, '70	2.07	20	4	Syracuse and Geddes.....N.Y.	38,600	37,000			11,737	2,004	2	100	100	
Sept. 30, '70	5.86	10	4	Syracuse and Onondaga.....N.Y.	179,625	192,750			240,293	81,318	36	50	20	
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.Pa.	1,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	
Sept. 30, '70	18.00	150												



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	\$3,087,800	J. & J.	Jan. '72 34	Little Miami* 50	\$5,871,450	J. A. J. O.	Apl. '72 2	Warren (N. J.) 100	\$1,800,000	J. & D.	Dec. '71 34
Allegheny Valley 50	2,266,350	J. & J.	July '71 4	Little Schuylkill* 50	2,646,100	J. & J.	Jan. '72 34	Warwick Valley 100	225,000	A. & O.	Apl. '72 24
Atlanta and West Point 100	1,232,200	J. & J.	July '71 4	Long Island 50	3,000,000	M. & S.	Sept. '71 3	West Jersey 100	1,209,000	F. & A.	Feb. '72 4
Atlantic and Gulf 100	3,691,200	J. & J.	July '71 34	Louisv., Cin. and Lex. 50	1,623,483	J. & J.	July '69 3	Winchester & Potomac* 100	180,000	J. & J.	Jan. '72 3
Atlantic and St. Law* 100	821,664	J. & J.	July '71 34	Louisv., Cin. and Lex. pref. 100	848,700	F. & A.	Jan. '72 44	Winchester & Strasburg* 100	500,000	J. & J.	Jan. '72 34
Atlantic and St. Law* new 1870-100	2,494,900	M. & S.	Sept. '71 2	Louisville & Nashville 100	8,680,912	F. & A.	Feb. '72 4	Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '72 45
Avon, Genesee & Mt. M.* 100	194,250	A. & O.	Apl. '72 14	Louisv., N. Alb. & Chi. 100	3,000,000	J. & O.	Dec. '70 3	HORSE-POWER R. R.			
Baltimore and Ohio 100	13,151,962	M. & N.	May '72 5	Lowell and Lawrence 100	200,000	A. & O.	Apl. '71 3	Albany City 100	110,300	J. & J.	Jan. '72 1
Washington Br. pref. 100	1,650,000	A. & O.	May '72 5	Lykens Valley 20	600,000	F. M. A. N.	May '72 24	Baltimore City 100	800,000	J. & J.	Jan. '72 1
Parkersburg Br. pref. 50	5,680,685	J. A. J. O.	Apl. '72 14	Macon and Western 100	2,500,000	J. & D.	Dec. '71 5	Bleeker St. & Fy. (N.Y.) 100	900,000	J. & J.	Jan. '72 1
Berkshire 100	600,000	J. & J.	July '71 3	Maine Central 100	3,400,500	M. & N.	May '72 5	Boston and Chelsea 100	110,000	A. & O.	Apl. '72 4
Blossburg & Corning* 50	250,000	J. & D.	Dec. '71 34	Manchester and Law 100	1,000,000	M. & N.	May '72 5	Broadway (Brooklyn) 100	200,000	J. A. J. O.	Apl. '72 3
Boston and Albany 100	19,684,100	M. & N.	May '72 5	Marletta & Cincinnati 100	1,372,891	M. & S.	Sept. '66 3a	Broadw. & 7th Av. (N.Y.) 100	2,100,000	J. & D.	Jun. '70
Bos., Cin. & Fitchburg pref. 100	685,200	J. & J.	July '71 3	" 1st pref. 50	8,130,719	M. & S.	Sept. '66 3a	Brooklyn City 100	1,500,000	F. M. A. N.	Nov. '71 3
Agricultural Br. guar. 100	60,000	J. & J.	July '71 3	" 2d pref. 50	4,460,368	M. & S.	Sept. '66 3a	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 3
Bost., Conn. & Mont. pref. 100	800,000	M. & N.	May '72 3	Massachusetts 100	400,000	F. & A.	Jan. '72 3	Brooklyn and Jamaica 100	488,100	J. & J.	July '71 34
Boston and Lowell 100	2,215,000	J. & J.	Jan. '72 4	Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3	Bushwick (Brooklyn) 100	302,000	J. & J.	July '71 34
Boston and Maine 100	5,000,000	M. & N.	May '72 5	Michigan Central 100	14,665,848	J. & J.	Jan. '72 5	Cambridge 100	727,800	A. & O.	Apl. '72 4
Boston and Providence 100	3,950,000	M. & N.	May '72 5	Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '72 5	Can. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 24
Buffalo, N. Y. & Erie* 100	960,000	J. & D.	Dec. '71 34	Milwaukee and St. Paul 100	11,822,878	J. & J.	Dec. '70 7a	Citizens' (Phila.) 50	600,000	J. & J.	Jan. '72 7
Burlington and Mo. Riv. 100	1,380,000	J. & J.	Jan. '72 4	" pref. 100	10,255,103	January	Feb. '72 7	Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
" pref. 100	1,843,400	J. & J.	Jan. '72 4	M. Hill & Sennyl. Hav.* 50	3,856,450	J. & J.	Dec. '71 34	Jones Island & Brookl. 100	500,000	J. & J.	Nov. '71 2
Camden and Amboy* 100	5,847,800	J. A. J. O.	Apl. '72 24	Morris and Essex* 50	11,900,950	J. & D.	Dec. '71 34	D. Dock, E. B'dw. & Bat. 100	1,200,000	F. M. A. N.	Nov. '71 2
Camden and Atlantic 50	777,100	J. & J.	Jan. '72 24	Nashua and Lowell 100	800,000	M. & N.	May '72 5	Eighth Avenue (N.Y.) 100	1,000,000	J. A. J. O.	Oct. '71 3
" pref. 50	322,700	J. & J.	Jan. '72 24	Naugatuck 100	1,864,400	F. & A.	Feb. '71 5	Elizabeth and Newark 100	200,000	J. & J.	Jan. '72 1
Cape Cod 50	519,577	J. & J.	Jan. '72 24	Nesquehoning Valley* 50	1,000,000	M. & S.	Mar. '72 5	42nd St. & G. St. Ferry 100	748,000	M. & N.	Nov. '71 5
Cape May and Millville* 50	447,000	J. & D.	Dec. '71 3	Newark and N. York* 100	977,400	J. & J.	Jan. '72 34	Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '72 3
Catawauqua & Fogelsv. 50	426,900	Novemb.	Nov. '71 6	N. Bedford & Taunton 100	500,000	M. & N.	May '72 3	Germantown (Ph.) 50	1,000,000	J. & J.	Jan. '72 3
Catawauqua* 50	1,169,500	M. & N.	May '72 34	N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug. '69 12c	Girard College (Ph.) 50	500,000	J. & J.	July '71 3
" pref. 50	2,300,000	M. & N.	May '72 34	N. Haven & Northamp. 100	605,000	J. A. J. O.	Apl. '72 24	Grand St. and Newton 100	170,000	J. & J.	July '71 2
Cayuga and Susq.* 50	689,110	J. & J.	July '71 4	New Jersey* 100	7,295,200	J. A. J. O.	Apl. '72 24	Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '72 4
Cedar Rapids & Mo. R.* 100	6,850,400	M. & N.	May '72 14	New London Northern 100	1,003,500	J. & J.	Jan. '72 4	Heston, Mantau & Fairm. 50	2,050,000	A. & O.	Jan. '72 14
" pref. 100	709,600	M. & N.	May '72 34	N.Y. Cen. & Hudson R. 100	45,000,000	A. & O.	Apl. '72 4	Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Central of Georgia 100	4,668,800	J. & D.	Dec. '71 5	" Certif. 100	44,428,330	A. & O.	Apl. '72 4	Lynn and Boston 100	200,000	J. & J.	Jan. '72 1
Central of New Jersey 100	15,000,000	J. A. J. O.	Apl. '72 24	New York and Harlem 100	8,500,000	J. & J.	Jan. '72 4	Malden and Melrose 100	200,000	J. & J.	Jan. '72 1
Central Ohio* 50	2,425,000	J. & D.	Dec. '71 3	" pref. 100	1,500,000	J. & J.	Jan. '72 4	Metropolitan (Boston) 100	1,250,000	J. & J.	Jan. '72 5
" pref. 50	400,000	J. & D.	Dec. '71 3	N. York & New Haven 100	9,000,000	J. & J.	Jan. '72 5	Middlesex (Boston) 100	400,000	A. & O.	Apl. '72 3
Chemung* 100	380,000	J. A. J. O.	Apl. '72 14	N. Y. Provid. & Boston 100	2,000,000	J. A. O. J.	Apl. '72 24	Ninth Avenue (N. Y.) 100	797,320	J. & J.	Jan. '72 1
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '72 2	Nieg. Bridge & Canand* 100	1,000,000	J. & J.	Jan. '72 3	Orange and Newark 100	282,555	J. & J.	Jan. '72 1
Chicago and Alton 100	8,925,500	M. & S.	Mar. '72 5	North Carolina* 100	4,000,000	irregular	July '71 5	Philadelphia City 50	750,000	J. & J.	July '71 3
" pref. 100	2,425,400	M. & S.	Mar. '72 5	N. Eastern (N. C.) pref. 100	111,000	M. & N.	May '71 6	Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Chicago, Burl. & Quincy 100	20,000,000	M. & S.	Mar. '72 5	North Pennsylvania 50	3,150,150	January	Jan. '72 5	Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Chicago, Iowa & Nebras* 100	3,916,300	J. & J.	Jan. '72 5	Northern Central 50	5,000,000	M. & N.	May '72 3	Pbg. Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Chicago & N. Western 100	20,120,959	J. & D.	June '71 5	Northern New Hampshire 100	3,088,400	J. & D.	Dec. '71 4	Second Avenue (N.Y.) 100	888,100	J. A. J. O.	July '71 24
" pref. 100	14,710,013	J. & D.	Dec. '71 34	Northern New Jersey* 100	1,000,000	J. & J.	Jan. '72 4	Second & Third Sts. (Ph.) 50	962,100	J. & J.	Jan. '72 5
Chicago, R. I. & Pacific 100	19,000,000	A. & O.	Apl. '72 4	Norwich & Worcester* 100	2,384,400	F. & A.	Jan. '72 5	17th & 19th streets (Ph.) 50	500,000	J. & J.	May '71 5
Cin., Ham. & Dayton* 100	3,500,000	A. & O.	Apl. '72 4	Ogdens & L. Champl. 100	3,651,800	J. & J.	Jan. '71 34	Sixth Avenue (N. Y.) 100	750,000	M. & N.	May '71 5
Cin., Sand. and Cleve.* 50	2,987,800	J. & J.	Jan. '72 4	" pref. 100	2,000,000	A. & O.	Apl. '72 4	Third Avenue (N. Y.) 100	1,170,000	F. M. A. N.	Aug. '71 4
" pref. 50	2,987,800	M. & N.	May '72 3	Ohio and Mississippi 100	19,995,477	J. & D.	Dec. '71 34	13th & 15th street (Ph.) 50	1,000,000	J. & J.	July '71 2
Clev., Col. & Ind. 100	13,944,000	F. & A.	Feb. '72 34	Oil Cr. & Allegheny R. 50	4,024,474	J. & D.	Dec. '71 34	Somerville (Boston) 100	75,000	J. & J.	May '72 3
Cleveland & Mahoning* 50	2,057,569	M. & N.	Jan. '72 34	Old Colony & Newport 100	4,258,450	J. A. J. O.	Apl. '72 24	South Boston 100	400,000	J. A. J. O.	Apl. '72 24
Cleveland & Pittsburgh* 50	7,494,588	F. M. A. N.	May '72 24	Oswego and Syracuse* 100	4,959,020	J. & J.	Jan. '72 3	Union (Boston) 100	200,000	M. & N.	Nov. '71 4
Col., Chic. & Ind. Cen.* 100	13,000,000	J. A. J. O.	Jan. '72 24	Pacific of Missouri 100	482,400	F. & A.	Feb. '72 4	Union (Phila.) 100	400,000	J. & J.	Jan. '72 5
Columbus and Xenia* 50	1,786,800	M. J. S. D.	Mar. '72 2	Panama 100	3,635,750	J. & J.	Jan. '72 5	West Philadelphia 50	400,000	J. & J.	Jan. '72 7
Colum. & Hocking Val. 100	848,964	J. & J.	Jan. '72 2	Paterson and Hudson* 100	7,000,000	J. A. J. O.	Apl. '72 5	CANALS.			
Concord 50	1,500,000	M. & N.	May '72 5	Paterson and Newark* 100	630,000	J. & J.	Jan. '72 5	Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '71 3
Concord and Port. 100	350,000	J. & J.	Jan. '72 34	Paterson and Newark* 100	500,000	J. & J.	Jan. '72 4	Chesapeake and Ohio 25	8,229,594	J. & J.	Feb. '72 4
Conn. & Passaic p. Riv. 100	2,084,200	F. & A.	Feb. '72 3	Pemb. & Hightstown* 50	248,000	J. & J.	Jan. '72 3	Delaware Division 50	1,633,350	F. & A.	Feb. '72 4
Connecticut River 100	1,700,000	J. & J.	Jan. '72 5	Pennsylvania 50	342,150	M. & N.	May '72 5	Delaware and Hudson 100	15,000,000	F. & A.	Feb. '72 5
Cooperstown and Susq. 100	307,383	J. & J.	Jan. '72 5	Peoria & Bureau Val.* 100	39,500,000	F. & A.	Feb. '72 4	Delaware and Baritan* 100	6,847,400	J. A. J. O.	Apl. '72 24
Cumberland Valley 100	1,826,000	A. & O.	Oct. '71 4	Philadelphia and Erie* 50	1,200,000	F. & A.	Feb. '72 4	Erie of Pennsylvania 100	64,000	J. & J.	Jan. '72 1
Danbury and Newwale 50	400,000	M. J. S. D.	Dec. '71 4	" pref. 50	2,400,000	J. & J.	Jan. '72 4	Lehigh Coal & Navigat. 50	3,739,800	M. & N.	May '67 3
Delaware* 100	1,230,941	J. & J.	Jan. '72 3	Phil. Ger. & Norristown 50	1,628,250	M. J. S. D.	Mar. '72 3	Monongahela Navigat. 50	1,003,500	J. & J.	July '71 5
Del., Lackaw. & West. 50	18,808,580	J. A. O. J.	Apl. '72 24	Phil. and Trenton* 100	30,401,600	J. & J.	Jan. '72 5	Morris (consolidated) 100	1,025,000	F. & A.	Feb. '72 2
" pref. 50	452,350	J. & J.	Jan. '72 2	Phila. Wil. & Balt. 100	9,582,650	J. & J.	Jan. '72 4	" (preferred) 100	1,175,000	F. & A.	Feb. '72 5
Dubuque & Sioux City* 100	5,000,000	J. & J.	Jan. '72 2	Phila. and Trenton* 100	1,259,100	J. A. J. O.	Apl. '72 24	Pennsylvania 100	4,237,950	J. & J.	Jan. '72 1
East Mahoning* 50	1,309,200	J. & J.	Jan. '72 4	Pittab., Ft. W. & Chi.* 100	19,714,285	J. A. J. O.	Apl. '72 14	Schuyl. Nav. (common)* 50	1,508,207	F. & A.	Feb. '72 25c
Eastern (Mass.) 100	4,062,600	J. & J.	July '71 4	" Special Imp. 100	4,000,000	J. & J.	Jan. '72 3	" (ref.) 50	2,288,977	F. & A.	Feb. '72 50c
Eastern (N. H.) 100	492,500	J. & J.	July '71 4	Pittab., Ft. W. & Chi.* 100	4,000,000	J. & J.	Jan. '72 3	Susq. and Tide Water 50	2,002,746	J. & J.	Jan. '72 1
Elmira, Jof. & Canand* 100	500,000	F. & A.	Feb. '72 24	Portland and Kennebec 100	616,700	J. & J.	Jan. '72 3	Union 100	2,907,850	J. & J.	Jan. '72 1
Elmira & Williamsport* 50	500,000	M. & N.	May '72 3	Yarmouth certificates 100	202,400	A. & O.	Apl. '72 3	W. Branch and Susq. 50	1,100,000	J. & J.	Jan. '65 -
" pref. 50	500,000	J. & J.	Jan. '72 34	Portl., Saco & Portsm. 100	1,500,000	J. & J.	Jan. '72 5	MISCELLANEOUS.			
Erie Railway 100	78,000,000	F. & A.	Feb. '66 4	Providence & Worcester 100	2,000,000	J. & J.	Jan. '72 5	Adams Express 100	10,000,000	M. J. S. D.	Mar. '72 2
" pref. 100	8,829,010	J. & J.	Jan. '72 34	Raleigh and Gaston 100	1,500,000	J. & J.	July '71 6	American Coal 25	1,500,000	M. & S.	Mar. '72 3
Erie and Pittsburgh* 50	1,090,250	M. J. S. D.	Dec. '71 14	Rensselaer & Saratoga* 100	6,000,000	A. & O.	Apl. '72 34	Am. Merch. Union Exp. 100	18,000,000	J. & J.	Jan. '72 3
Fitchburg 100	3,940,000	J. & J.	Jan. '72 4	Roch. & Genesee Val.* 110	557,500	J. & J.	Jan. '72 3	Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Georgia 100	4,168,000	J. & J.	Jan. '72 4	Rome, Watert. and Ogd. 100	2,997,800	J. & J.	Jan. '72 3	Atlantic Mail Steamship 100	4,000,000	M. J. S. D.	Dec. '67 24
Grand River Val.* guar. 100	1,000,000	J. & J.	Jan. '72 4	Rutland* 100	2,700,000	F. & A.	Feb. '				



## NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest.		WHEN PAYABLE.	Market Price.		Amounts outstanding.	Interest.		WHEN PAYABLE.	Market Price.
		Rate.	Payable.					Rate.	Payable.		
<b>National Securities, latest dates.</b>											
Loan of June 14, 1868.....registered	\$6,045,000	5	Jan. & July.	1874	109 1/2	Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	104 1/2
Loan of February 8, 1861.....coupon	13,955,000	5	Jan. & July.	1874	110	.. — Defense Loan Bonds.....	3,651,398	5	..	1883	104 1/2
Loan of February 8, 1861.....registered	13,734,000	5	Jan. & July.	1880	116 1/2	.. — Southern Relief Bonds.....	100,000	5	..	1873	104 1/2
.. .. coupon	4,681,000	5	Jan. & July.	1880	118	Massachusetts—State Scrip.....	324,000	5	Jan. & July.	74-76	104 1/2
Oregon War Bonds of March 2, 1861.....coupon	945,000	5	Jan. & July.	1881	109 1/2	.. ..	275,000	5	April & Oct.	73-74	104 1/2
Loan of July 1, and Aug. 3, 1861.....registered	125,154,950	5	Jan. & July.	1881	116 1/2	.. ..	320,000	5	May & Nov.	72-80	98 1/2
.. .. coupon	64,166,250	5	Jan. & July.	1881	118	.. ..	133,000	5	June & Dec.	72-77	107 1/2
Loan of Feb. 25, 1862 (5-20s).....registered	34,055,700	5	May & Nov.	1882	112	.. — Union Fund Loan of 1861.....	3,000,000	5	Jan. & July.	71-76	107 1/2
.. .. coupon	264,624,800	5	May & Nov.	1882	112 1/2	.. .. of 1863.....	600,000	5	..	77-78	107 1/2
Loan of March 3, 1863.....registered	53,398,050	5	Jan. & July.	1881	118	.. — Coast Defense Loan.....	588,000	5	..	1883	107 1/2
.. .. coupon	21,601,950	5	Jan. & July.	1881	118	.. — Bounty Loan of 1863.....	200,000	5	..	1883	98 1/2
Loan of March 3, 1864 (5-20s).....registered	2,476,500	5	May & Nov.	1884	110 1/2	.. .. of 1864.....	4,379,500	5	May & Nov.	1894	90 1/2
.. .. coupon	36,839,900	5	May & Nov.	1884	110 1/2	.. .. (stg.).....	4,000,744	5	..	1894	90 1/2
.. .. coupon	40,211,900	5	May & Nov.	1884	112 1/2	.. — War Loan (cur. 5-20 yr.).....	3,505,000	5	Mar. & Sept.	1889	100
.. .. coupon	42,619,450	5	May & Nov.	1885	112 1/2	.. — Western R. R. Loan, (stg.).....	761,816	5	April & Oct.	1871	100
.. .. coupon	120,166,700	5	Jan. & July.	1885	114	.. — T. & G. R. R. & Hoosac T. stg.....	3,605,580	5	..	88-90	97 1/2
.. .. coupon	165,541,550	5	Jan. & July.	1885	114 1/2	.. ..	966,500	5	..	91-98	97 1/2
.. .. coupon	192,140,300	5	Jan. & July.	1887	115 1/2	.. — Southern Vermont R. R.....	200,000	5	..	1890	97 1/2
.. .. coupon	228,835,200	5	Jan. & July.	1887	115 1/2	.. — Eastern R. R.....	50,000	5	Jan. & July.	1871	100
.. .. coupon	12,942,500	5	Jan. & July.	1888	116 1/2	.. — Norwich & Worcester.....	400,000	5	..	1877	100
.. .. coupon	26,323,500	5	Jan. & July.	1888	116 1/2	.. — Bos., Hartf. & Erie (stg.).....	3,599,024	5	..	1900	100
.. .. coupon	33,296,450	5	Mar. & Sept.	1904	110 1/2	Michigan—Renewal Loan Bonds.....	160,000	5	..	1878	100
.. .. coupon	56,276,850	5	Mar. & Sept.	1904	110 1/2	.. — Two Million Loan Bonds.....	1,621,000	5	..	79-83	100
Consols of July 14, '70 & Jan. 20, '71.....registered	120,211,200	5	F. M. A. & N.	1881	111 1/2	.. — War and Bounty Loan Bonds.....	478,000	5	May & Nov.	1890	100
.. .. coupon	79,788,800	5	F. M. A. & N.	1881	111 1/2	.. — Sault St. Marie Canal Bonds.....	86,000	5	Jan. & July.	1879	100
Consols .. .. registered	15,520,000	4 1/2	F. M. A. & N.	1886	100	Minnesota—State Building Loan Bonds.....	250,000	5	Jan. & July.	77-79	100
.. .. coupon	14,000,000	4 1/2	F. M. A. & N.	1886	100	.. — Sioux War Loan Bonds.....	100,000	5	May & Nov.	1872	100
.. .. coupon	678,000	4 1/2	F. M. A. & N.	1901	100	.. — Railroad Loans Bonds.....	2,275,000	5	..	1883	100
.. .. coupon	64,623,512	4 1/2	F. M. A. & N.	1901	100	Mississippi—State Bonds (for banks).....	2,000,000	5	..	41-71	100
U. S. Notes and Fractional Currency.....	399,874,306	4 1/2	F. M. A. & N.	1901	100	Missouri—State Bonds proper.....	435,000	5	Jan. & July.	1883	100
						.. — Interest Bonds of 1868.....	2,727,000	5	..	1888	100
						.. — Railroad Loans.....	13,112,000	5	..	74-90	95 1/2
						.. — South Pacific, guar.....	1,589,000	5	..	1876	79
						.. — Hannibal and St. Joseph.....	3,000,000	5	..	78-87	93 1/2
						Nebraska—(No Debt).....	500,000	5	..	1872	100
						Nevada—State Loan Bonds.....	899,200	5	Jan. & July.	1872	100
						New Hampshire—War Loan of July 1, 1861.....	899,200	5	..	71-78	100
						.. .. of Sept. 1, 1864.....	600,000	5	Mar. & Sept.	84-89	100
						.. .. of Oct. 1, 1865.....	1,000,000	5	April & Oct.	71-74	100
						New Jersey—War Loan of 1861 (free).....	1,299,900	5	Jan. & July.	71-84	100
						.. .. of 1863 (free).....	1,002,900	5	..	86-96	104
						.. .. of 1864.....	593,400	5	..	97-02	104
						New York—Bounty Fund Stocks.....	1,475,000	5	..	1877	108
						.. .. Bonds.....	21,089,000	5	..	1877	108
						.. — General Fund Stocks.....	1,910,082	5	J. A. J. & O.	pleas.	108 1/2
						.. ..	800,000	5	..	1878	101
						.. ..	348,000	5	..	pleas.	101
						.. ..	900,000	5	..	1875	106 1/2
						.. — Canal Fund Stocks.....	2,257,900	5	J. A. J. & O.	1872	106 1/2
						.. ..	5,150,100	5	..	1873	110
						.. ..	2,099,000	5	..	1874	106
						.. ..	473,000	5	..	1875	106
						.. ..	880,000	5	..	1877	106
						.. ..	1,106,420	5	..	1874	106
						North Carolina—State Bonds for R. R. (old).....	4,738,800	5	Jan. & July.	71-91	80 1/2
						.. .. (old).....	3,639,400	5	April & Oct.	71-91	100
						.. — State Bonds for R. R. (new).....	2,626,000	5	Jan. & July.	92-96	20
						.. .. (new).....	1,739,000	5	April & Oct.	92-96	20
						.. — Funding & c. Bonds of '66-'68.....	2,800,400	5	Jan. & July.	1899	25
						.. ..	1,821,400	5	April & Oct.	1899	25
						.. — Special Tax Bonds.....	11,407,000	5	..	1899	15 1/2
						Ohio—State Loan (New York).....	1,284,317	5	Jan. & July.	1870	101
						.. ..	1,600,000	5	..	1875	101
						.. ..	4,095,399	5	..	1881	101 1/2
						.. ..	2,400,000	5	..	1886	103 1/2
						.. — Union Loan (Columbus).....	366,975	5	May & Nov.	1871	103 1/2
						Oregon—Relief and Bounty Bonds.....	176,156	5	Jan. & July.	74-84	95
						Pennsylvania—Redemption Loan of 1867.....	92,550	5	Feb. & Aug.	1872	95
						.. ..	4,731,300	5	..	1872	97
						.. ..	90,400	5	..	1877	102 1/2
						.. ..	7,890,550	5	..	1877	96
						.. ..	7,282,950	5	..	1882	105
						.. ..	9,237,050	5	..	1882	96
						.. — Inclined Plane Loan.....	400,000	5	April & Oct.	1879	107
						.. — Military Loan.....	2,769,250	5	Feb. & Aug.	1871	107 1/2
						.. — State Stocks (old).....	384,000	5	Jan. & July.	1882	101
						.. .. (old).....	3,377,000	5	Feb. & Aug.	77-78	104
						.. .. (old).....	112,000	5	Jan. & July.	1882	104
						Rhode Island—War Bonds of 1862.....	1,100,000	5	Mar. & Sept.	1882	100 1/2
						.. .. of 1863.....	736,000	5	Jan. & July.	1893	100 1/2
						.. .. of 1863.....	239,000	5	April & Oct.	1883	100
						.. .. of 1864.....	841,000	5	Feb. & Aug.	1894	100
						South Carolina—Fire Loan of Stock 1838.....	303,343	5	Jan. & July.	1870	100
						.. .. bonds (stg.).....	484,445	5	..	1868	52
						.. — Blue Ridge R. R. bonds of '54.....	970,000	5	..	74-78	52
						.. — State Capital bonds.....	1,997,738	5	..	71-90	52
						.. — Funded Debt of 1866 & coup.....	1,431,700	5	..	87-97	38
						.. — Conversion Bonds of 1869.....	1,265,900	5	J. A. J. & O.	1888	38
						.. — Funding & Special Bonds '68.....	1,692,150	5	..	1888	38
						Tennessee—State Bonds proper.....	1,398,640	5	April & Oct.	Var.	38
						.. ..	239,166	5	..	Var.	38
						.. ..	1,706,000	5	..	Var.	38
						.. — Railroad Loans.....	24,008,500	5	Jan. & July.	long.	69
						.. — Railroad Endorsements.....	2,172,000	5	..	long.	69
						.. — Funding Bonds.....	4,069,503	5	..	long.	69
						Texas—No legal debt.....	1,025,000	5	..	71-78	100
						Vermont—War Loan Bonds.....	201,000	5	June & Dec.	71-78	100
						.. .. Certificates.....	21,617,578	5	Jan. & July.	long.	55
						Virginia—State Stock.....registered	11,068,000	5	..	long.	55
						.. .. Bonds.....coupon	1,866,000	5	..	long.	55
						.. .. stg.....	1,872,968	5	..	long.	55
						.. — Funding Stock of 1866.....registered	1,473,000	5	..	long.	55
						.. .. Bonds of 1866.....coupon	468,250	5	..	long.	55
						.. .. (sterling).....	104,900	5	..	long.	55
						West Virginia—Probably a third of the Debt of Virginia.....	104,900	5	Jan. & July.	77-80	100
						Wisconsin—War Loan Bonds.....	104,900	5	..	77-80	100

## State Securities, latest dates.

Alabama—State Bonds (original).....	168,000
.. .. (extended).....	2,414,800
.. .. (sterling).....	688,000
.. .. ( " extended).....	82,500
.. .. ( " " ).....	712,800
.. .. (new).....	1,316,700
Arkansas—State Bonds (refunded).....	3,000,000
.. .. (Aid R. R's).....	3,000,000
California—Civil Bonds of 1857.....	2,138,000
.. .. 1860.....	138,500
.. —Relief Fund Bonds of 1863.....	424,500
.. —Bounty Fund Bonds of 1864.....	805,000
.. —Central Pacific R. R. Loan of 1865.....	1,600,000
Connecticut—War Bonds, of 1861, (10-20s).....	
.. .. of 1863, (20s).....	5,927,000
.. .. of 1864, (10-20s).....	
.. .. of 1865, (20s) free.....	
.. .. (various) registered	867,500
Florida—State Bonds 1868.....	300,000
.. .. 1869.....	200,000
.. —Railroad Loans \$16,000 per mile.....	300,000
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000
.. .. " " " " 1842 to 1848.....	273,000
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000
.. —Bonds (Act March 12, 1865).....	3,700,000
Illinois—Interest Bonds of 1847.....	980,696
.. .. "	

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Buffalo, Corry and Pittsburgh:						
1st Mortgage.....	\$330,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (B. C. & P. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:							1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	"	1886	....
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, New York and Erie:						
2d Mortgage.....	9,000pm	8	"	"	1889	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York	1877	94½
Alabama and Georgia:							2d Mortgage.....	380,000	7	May & Nov.	"	1872	....
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	Burlington, Cedar Rapids & Minn.						
Albany and Susq. (D. & H. Canal):							1st Mortgage conv. & skg. P.d. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	105½	Burlington and Missouri River.						
2d Mortgage, 1865.....	2,000,000	7	April & Oct.	"	1885	98	Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102
3d Mortgage, 1869.....	175,000	7	May & Nov.	"	1881	....	Stock Bonds	1,999,380	8	"	"	1878	....
Albany City Loan, 1865.....	1,000,000	6	"	"	1895	....	Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Allegheny Valley:							Stock Bonds	1,246,800	8	Jan. & July.	"	1889	....
1st General Mortgage, 1866.....	4,000,000	7.3	Jan. & July.	New York.	1896	95	1st Mort. (Branch) bonds.....	900,000	8	"	"	1894	111
1st Mortgage, Eastern Extension	48,000	7	"	"	....	....	1st Mortgage land grant incony.	5,000,020	7	April & Oct.	New York.	1893	94½
Special Bonds to State of Penn.	3,500,000	5	"	"	....	....	Burlington & Mo. Riv. in Neb.						
American Central (C. B. & Q.):							1st Mort. for \$5,000,000, conv....	3,360,000	8	Jan. & July.	Boston.	1894	98½
1st Mortgage, traffic guar. 1868..	800,000	8	Jan. & July.	New York.	1878	....	California Pacific:						
Androscooggin:							1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	106
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	Camden and Amboy:						
Andros. & Kennebec (Maine C.):							Sterling Bonds, £258,600 @ 4.94..	1,396,824	6*	April & Oct.	London.	1880	....
1st Mortgage 1880 and 1881.....	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86	Dollar Loan of 1875.....	675,000	6	"	New York.	1875	97
Atchison, Topeka and Santa Fe:							Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	"	1883	92
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	82	Dollar Loan of 1889.....	866,000	6	March & Sept.	"	1889	91½
Atlanta and Richmond Air Line:							Consolidated Loan.....	4,929,200	6	June & Dec.	"	1889	94½
1st Mortgage tax free, 1870..gold	16,000pm	6*	Jan. & July.	New York.	1900	....	Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894	....
Atlantic and Great Western:							Dollar (United Co's) Loan.....	154,000	6	"	New York.	1894	....
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....	Ganden and Atlantic:						
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	"	'81-'83	....	1st Mortgage of 1863.....	490,000	7	Jan. & July.	Philadelphia.	1873	95
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	2d Mortgage of 1864.....	500,000	7	April & Oct.	"	1879	85
Atlantic and Gulf:							Camden and Burlington County:						
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage of 1865.....	308,000	6	Feb. & Aug.	Philadelphia.	1867	85
Atlantic, Mississippi and Ohio:							Carthage & Burlington (C.B. & Q.):						
1st Mortgage on whole line.....	15,000pm	7	"	New York.	1901	....	1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879	95½
Atlantic and North Carolina:							Catawissa:						
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882	97½
Atlantic and Pacific:							Cedar Falls and Minnesota (Ili. C.):						
Land Mort. (500,000 acres).....gold	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	85
1st Mortgage (So. Pacific).....gold	7,250,000	6*	"	"	1888	....	1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	"	1907	81
Atlantic and St. Lawrence:							Cedar Rapids & Mo. Riv. (C. & N.W.):						
Portland City Loan (skg fund) ..	825,000	6	Various.	B. & N. Y.	1871	....	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.	'91-'10	89
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	Central Branch Union Pacific:						
2d Mortgage, sterling.....	885,500	6*	"	London.	1884	....	1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
Sterling Loan of 1864 (5-20s).....	484,000	6*	May & Nov.	"	1878	....	2d Mortgage Govern'm't subsidy.	1,600,000	6	Jan. & July.	"	1895	....
Bald Eagle Valley (Penn. R.R.):							Central of Georgia:						
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage.....	789,000	7	March & Sept.	Savannah.	1875	....
2d Mortgage.....	100,000	7	"	"	1884	....	Central of Iowa:						
Baltimore and Ohio:							1st Mort. conv. & tax free..gold	16,000pm	7*	Jan. & July.	New York.	1899	92½
Loan of 1865, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	96½	Central of New Jersey:						
Loan of 1860.....	579,500	6	"	"	1880	98	2d Mortgage.....	254,000	7	May & Nov.	New York.	1875	101
Loan of 1863.....	1,710,500	6	April & Oct.	"	1885	95	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	"	1890	105
Loan of 1870.....sterling	3,872,000	6*	March & Sept.	London.	1895	....	Central Ohio (B. & O.):						
Loan of 1863 (Baltimore) skg. fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1880	84½
Baltimore and Potomac:							Central Pacific of California:						
1st Mort. of '89 for \$3,000,000 g'd	....	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....gold	25,010,000	6*	Jan. & July.	New York.	'96-'99	102½
Bangor and Piscataquis:							Subordinate Loan (Int. by State)	1,500,000	7*	"	"	1883	100½
1st Mortgage (Bangor) loan ....	580,000	6	April & Oct.	Bangor.	1890	....	Convertible bonds.....	1,500,000	7*	"	"	1883	100½
Barclay Coal:							Income bonds.....	10,000,000	....	"	"	....	....
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	....	Charleston and Savannah:						
Bay City and East Saginaw:							1st Mortgage guar. by S. Car....	505,000	6	May & Nov.	Charleston.	1870	....
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Charlotte, Columbia & Augusta:						
Bay de Noquet and Marquette:							1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	....	1st Mort. (Col. & Aug. 85 m.) ..	371,500	7	"	"	1890	....
Belfast and Moosehead Lake:							1st Mortgage (consol. 195 m.)...	786,000	7	"	"	1895	....
1st Mort. guar. by M.C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....	Cheraw and Darlington.						
Bellefontaine & Ind. (C.C. & Ind.):							1st Mortgage.....	150,000	7	April & Oct.	Charleston.	1870	....
1st Mortgage.....	637,000	7	Jan. & July.	New York.	'70-'90	....	2d Mortgage.....	75,000	7	Jan. & July.	"	1879	....
Bellefonte and Snow Shoe:							Cherry Valley, Sharon & Albany:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	....	1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890	....
Beloit and Madison (C. & N.W.):							Chesapeake and Ohio:						
1st Mortgage guaranteed.....	354,000	7	Jan. & July.	New York.	1888	....	Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1999	94
Belvidere Delaware:							1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	"	1880	....
1st Mortgage (guaranteed by )	1,000,000	6	June & Dec.	New York.	1877	....	2d Mort. ( " " " ) ..	186,500	6	"	"	1872	....
2d Mortgage (Camden and )	499,500	6	March & Sept.	Princeton.	1885	85	3d Mort. ( " " " ) ..	901,000	6	"	"	1884	....
3d Mortgage (Amboy. )	745,000	6	Feb. & Aug.	"	1887	81	Income.....	300,000	8	"	"	1876	....
Blue Ridge, (S. Car.):							Cheshire:						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Plain bonds.....	771,600	6	Jan. & July.	Boston.	'75-'80	94½
Boston, Clinton and Fitchburg:							Chester Creek:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	83	1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	....
Equalization or consol. bonds..	248,000	6	"	"	....	....	Chester & Chicago Br. Junction:						
2d Mortgage of 1869-'70.....	152,500	7	"	"	'89-'90	90	1st Mortgage sinking fund.....	1,000,000	10	May & Nov.	St. Louis.	1877	....
Boston, Concord and Montreal:							Chester and Tamaroa:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....	1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....	Chester Valley:						
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	"	New York.	1870	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877	....
Sinking Fund Mortgage.....	507,000	6	"	Boston.	1889	90	Chicago and Alton:						
Boston, Hartford and Erie:							1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1864	....	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	105
1st Mortgage (new) for \$20,000,000	17,000,000	7	Jan. & July.	"	1899	47½	2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	96½
1st Mortgage (new) guar. by Erie	3,000,000	7	"	New York.	1899	52	Chicago, Burlington and Quincy:						
Mass. Loan (secured by 1st m.b.)	3,000,000	7	"	"	1899	....	Trust Mortgage skg fund.....	2,825,000	8	Jan. & July.	New York.	1883	113½
Boston and Lowell:							Trust Mortgage skg fund conv.	150,000	8	"	"	1883	....
Convertible bonds.....	55,000	6	Jan. & July.	Boston.	1873	....	Trust Mortgage.....	400,000	7	April & Oct.	"	1890	100½
Scrip certificates.....	380,000	3	January.	"	1873	....	2d Mort. (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
Wharf purchase bonds.....	200,000	6	April & Oct.	"	1879	96½	American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Brunswick and Albany:							Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	"	1879	95½
1st Mort. endorsed by Ga.....gold	3,330,000	6*	April & Oct.	New York.	1908	....	Dix., Peo. & Han. R.R. (45½m) guar.	800,000	8	Jan. & July.	"	1889	95½
2d Mort. sinking fund.....gold	2,350,000	7*	"	"	1893	....	Illinois Gr. Trunk R.R. (44m) guar.	960,000	8	April & Oct.	"	1890	97
Buffalo, Bradford and Pittsburgh:							Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	"	Boston.	1879	95
1st Mortgage guar. by Erie.....	580,000	7	Jan. & July.	New York.	1896	....	Ott., Osw. & Fox Rv. V.I.R.R. (70m)	1,280,000	8	Jan. & July.	New York.	1900	96½
Buffalo and Erie (L. Sh. & M. So):							Peoria & Hannib. R.R. (31½m) guar.	600,000	8	"	"	1878	....
Bonds of Buff. and State Line.....	100,000	7	May & Nov.	New York.	1873	....	Quincy & War. R.R. (40 m) guar.	800,000	8	"	"	1890	99
Bonds of Buff. and State Line.....	200,000	7	Jan. & July.	"	1882	....	Chicago and Great Eastern:						
Bonds of Erie and Northeast.....	300,000	7	March										



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chicago, Cincinnati and Louisv.:							Columbus and Hocking Valley:						
1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897	....
Chicago, Danville and Vincennes:							2d Mortgage.....	118,000	7	Jan. & July.	" "	1880	....
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90	Columbus, Springfield and Cin.:						
1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	91½	1st Mortgage for \$1,000,000.....		7	.....	New York.	18—	....
Chicago and Illinois Southern:							Columbus and Xenia:						
1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	....	1st Mortgage.....	302,000	6	March & Sept.	New York.	1890	....
Chicago, Iowa and Nebraska:							Concord and Claremont:						
2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	95	1st and 2d Mortgage.....	374,000	6	.....	Boston.	Due.	....
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	" "	1892	....	Connecticut and Passumpsic Riv.:						
Chicago & Milwaukee (C. & N.W.):							1st Mortgage skg fund, 1886.....	455,800	6	June & Dec.	Boston.	1876	95
1st Mortgage on 45 miles guar....	397,000	7	May & Nov.	New York.	1874	....	Notes payable, coupon tax free.	559,429	7	" "	" "	1876	99½
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	96	Connecticut River:						
Chicago and Northwestern:							1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1873	....
Prof. sinking fund b'ids (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	102	Connecticut Western:						
Interest (f'ded comp.) b'ids (193m.).	755,000	7	May & Nov.	" "	1883	100	1st Mortgage.....	81,500	7	.....	Hartford.	18—	....
1st Mortgage General (193 m.) ..	3,688,000	7	Feb. & Aug.	" "	1885	100	Connecting (Philadelphia):						
1st Mortgage, Appleton Ext.....	184,000	7	" "	" "	1885	....	1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia.	1890	88
1st Mortgage, Green Bay Ext.....	300,000	7	" "	" "	1885	....	Contoocook River:						
Equipment Mortgage.....	101,000	7	April & Oct.	" "	1874	94	1st Mortgage.....	30,000	6	.....	Boston.	18—	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	104½	Cooperstown and Susq. Valley:						
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	100½	1st Mortgage.....	100,000	7	Jan. & July.	New York.	1889	....
Miss. Riv. Bridge ( " ) 40m.	200,000	7	Jan. & July.	" "	1884	....	Coun. Bluffs & St. J. (K. St. J. & C.B.):						
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
1st Mortgage (Peninsula).	767,000	7	March & Sept.	" "	1898	....	2d Mortgage.....	150,000	10	" "	" "	1872	....
Consol. skg fund Mort. (800 m.).	2,570,000	7	May & Nov.	" "	1915	95	Covington and Lex. (Ky. Cen.):						
Equipment Mortgage.....	275,000	10	" "	" "	1871	....	1st Mortgage March 1882.....	120,000	7	March & Sept.	New York.	1872	....
1st Mort. (Chic. & Mil. R. R.) 45m.	397,000	7	May & Nov.	" "	1874	....	2d Mortgage March 1883.....	844,000	7	" "	" "	1883	....
2d Mort. (Mil. & Chi. R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....	3d Mortgage June 1885.....	237,000	7	June & Dec.	" "	1885	....
3d Mort. ( " ) 40m.	10,500	7	June & Dec.	" "	1898	....	Cumberland Coal and Iron:						
1st Mort. (Chi. & Mil. R. W.) 85m	1,135,000	7	Jan. & July.	" "	1898	96	1st Mortgage of March 1866.....	803,500	6	March & Sept.	New York.	1891	....
1st Mort. (Bel. & Mad. R. R.) 46m.	333,000	7	" "	" "	1888	....	2d Mortgage of May 1, 1868.....	770,000	6	May & Nov.	" "	1888	....
1st Mort. (Mad. Exten.) 120 m. g'd	3,150,000	7*	April & Oct.	" "	1911	....	1st Mort. (George's Cr.) assumed	98,600	6	June & Dec.	" "	1881	....
1st Mort. (Men. Exten.) 120 m. g'd	2,700,000	7*	Jan. & July.	" "	1911	....	Cumberland Valley:						
Chicago & Mich. Lake Shore:							1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	84½	2d Mortgage.....	109,500	8	" "	" "	1908	....
Chicago, Pekin & Southwestern:							Plain bonds.....	81,800	8	Jan. & July.	" "	1884	....
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1891	....	Danbury and Norwalk:						
Chicago, Rock Island and Pacific:							1st Mortgage of 1869.....	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage (consol.).....	9,000,000	7	Jan. & July.	New York.	1896	102½	1st Mortgage of 1869.....	200,000	7	" "	" "	1890	....
Chi. & Southwes'n (C. R. I. & Pac.)							Danv. Hazleton & Wilkesbarre:						
1st Mort. guar. and tax free, gold	5,000,000	7*	May & Nov.	New York.	1889	....	1st Mortgage tax free 1868.....	1,400,000	7	April & Oct.	Philadelphia.	1888	88
Chillicothe & Brunswick (N. Mo.):							Davenport and St. Paul:						
1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	82	1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	New York.	1890	....
Cincinnati & Balt. (Mar. & Cin.):							Dayton and Michigan:						
1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18—	....	1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	New York.	1884	....
Cincinnati, Hamilton and Dayton:							2d Mortgage.....	642,000	7	March & Sept.	" "	1879	....
1st Mort. of 1853 extended.....	1,250,000	7	May & Nov.	New York.	1880	....	3d Mortgage.....	700,000	7	April & Oct.	" "	1885	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....	Toledo Depot bonds.....	169,500	7	March & Sept.	" "	1871	....
3d Mortgage of 1867, skg fund.....	282,000	8	June & Dec.	" "	1877	....	Dayton and Union:						
Cinc. and Indiana (C. Laf. & Chi.):							1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....
1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	....	2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
Cincinnati guaranteed.....	1,500,000	7	Jan. & July.	" "	77-87	....	Income Bonds.....	262,445	6	" "	" "	1879	....
Cincinnati and Indianapolis June:							Dayton and Western:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....	Decatur & E. St. Louis (T. W. & W.):						
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....	1st Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890	....
Cincinnati, Lafayette and Chi.:							Decatur, Sullivan and Mattoon:						
1st Mortgage.....gold	20,000pm	7*	March & Sept.	New York.	1901	....	1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Cin. and Martinsburg (C. & Laf.):							Delaware:						
1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	....	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
Cincinnati, Richmond & Chicago:							Delaware State Loan.....	170,000	6	" "	" "	1876	....
1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	....	Guaranteed Bonds.....	100,000	6	" "	" "	1875	....
Cincinnati, Sandusky and Clev.:							Exten. (Seaf. to Delmar) bonds..	100,000	6	" "	" "	1880	....
1st Mortgage of 1867.....	1,051,861	7	June & Dec.	New York.	1890	83	Delaware, Lackawann. & Western:						
1st Mort. (San. Day. and Cin.) ..	988,000	6	Feb. & Aug.	Boston.	1900	79	1st Mort. (Lack. & Western).....	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (San. City and Ind.) ..	350,000	7	March & Sept.	" "	1877	91½	1st Mort. (Eastern Ext.) ..	1,111,000	7	April & Oct.	" "	1875	100
Cincinnati and Zanesville:							2d Mort. (General).....	1,633,000	7	March & Sept.	" "	1881	97
1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....	Denver Pacific:						
Clev., Col. and Cine. (C. C. & I.):							1st Mortgage (Land grant) ..gold	2,500,000	7*	May & Nov.	New York.	1897	....
1st Mortgage \$26,000 a year.....	365,000	7	June & Dec.	New York.	71-84	....	Des Moines Valley:						
Clev., Col., Cin. & Indianapolis:							1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage sinking fund.....	2,004,000	7	May & Nov.	New York.	1899	102½	1st Mortgage Land grant.....	4,690,000	8	" "	" "	1898	....
1st Mort. (C., C. and C. R. R.) ..	365,000	7	June & Dec.	" "	71-84	....	Income Bonds.....	462,000	7	Jan. & July.	" "	1884	....
1st Mort. (Bell. and Ind. R. R.) ..	646,000	7	Jan. & July.	" "	70-95	....	Detroit, Hillsdale and Indiana:						
Cleveland and Mahoning:							1st Mort. (16,000 p. m.) ..guar.	1,080,000	8	June & Dec.	New York.	1890	86½
1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	....	Detroit, Lansing & L. Michigan:						
3d Mortgage sinking fund.....	654,500	8	March & Sept.	" "	1876	....	1st Mortgage.....	3,000,000	8	May & Nov.	New York.	1890	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	" "	1881	....	1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
Clev., Mt. Vernon and Delaware:							2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
1st Mort. for \$1,500,000.....gold	143,000	7*	Jan. & July.	New York.	1900	....	Detroit and Milwaukee:						
Clev., Painesv. & Ash. (L. Shore):							1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	....
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	100	2d Mortgage.....	1,000,000	8	" "	" "	1875	....
2d Mortgage (registered).....	1,000,000	7	" "	" "	1880	....	1st Mortgage Funded Coupons ..	628,525	7	Jan. & July.	" "	1875	....
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892	96	2d Mortgage Funded Coupons ..	377,115	7	May & Nov.	" "	1875	....
Cleveland and Pittsburg:							Bonds of June 30, 1893, (consol.)	1,916,639	6	" "	NY & Detroit.	1886	....
1st Mortgage.....	790,500	7	March & Sept.	New York.	1873	99½	Bonds of Sept. 6, 1866.....	300,000	6	March & Sept.	New York.	1886	....
3d Mortgage.....	1,358,000	7	May & Nov.	" "	1875	98	Sterling (Oak. & Ottawa R. R.) ..	150,867	6*	May & Nov.	NY & London.	1873	....
4th Mortgage.....	1,104,844	6	Jan. & July.	" "	1892	87	Dollar ( " ) ..	51,000	7	" "	New York.	1873	....
Consol. skg f'd Mort. \$5,000,000.	528,000	7	May & Nov.	" "	1900	96	Detroit, Mon. & Tol. (M. S. & N.I.):						
Cleveland & Toledo (L. S. & M. So.):							1st Mortgage Aug. 1, 1856.....	924,000	7	Feb. & Aug.	New York.	1876	98½
1st Mortgage Sinking Fund.....	2,104,000	7	Jan. & July.	New York.	1885	102	Detroit and Pontiac (Det. & Mil.):						
2d Mortgage of 1866.....	864,000	7	April & Oct.	" "	1886	....	1st Mortgage.....	150,000	7	April & Oct.	New York.	1878	....
1st Mort. (June R. R.) ..	115,000	7	June & Dec.	" "	1872	....	1st Mortgage.....	100,000	7	Jan. & July.	" "	1878	....
Colebrookdale:							2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886	....
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80	Dixon, Peoria & Han. (C.B. & Q.):						
Columbia and Augusta (C. C. & A.):							1st Mortgage, traffic guarantee ..	800,000	8	Jan. & July.	New York.	1890	97
1st Mortgage on 85 miles.....	371,500	7	Jan. & July.	New York.	1890	....	Dubuque, Bellevue and Miss.:						
Columbus, Chicago & Ind. Cent.:							1st Mortgage.....	1,000,000	8	April & Oct.	New York.	1890	....
1st Mortgage Consol. skg fund.....	15,000,000	7	April & Oct.	New York.	1908	98½	Dubuque Southwestern:						
2d Mortgage Consol. skg fund.....	5,000,000	7	Jan. & July.	" "	1909	78	1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1883	....
Columbus & Ind. Cen. (C. C. & I. C.):							1st Mortgage.....	450,000	7	April & Oct.	" "	1885	....
2d Mortgage.....	821,000	7	Jan. & July.	New York.	1886	....	Dunkirk, Warren and Pittsburg:						
Income Bonds.....</													

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Dubuque and Sioux City:							Grand River Valley (Mich. C.):						
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883	93	1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (construction).....	800,000	7	" "	" "	1894	....	2d Mortgage, guaranteed.....	500,000	8	April & Oct.	" "	1885	103
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	....	Greenville and Columbia:						
Dutchess and Columbia:							1st Mortgage guar. by S. Car.....	1,425,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....	1st Mortgage not guaranteed.....	376,765	7	" "	" "	'81-'86	....
East Brandywine & Waynesburg:							Greenville and Johnsonville:						
2d Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889	....
2d Mortgage.....	35,000	8	" "	" "	1873	....	Hackensack & New York (Nrie):						
East Pennsylvania (Ph. & Rdg.):							1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, guar. Sks Fund.....	495,000	7	March & Sept.	Philadelphia.	1888	95	Hackensack & N. York Ext.(Erie):						
East Penn. & Georgia(E.T.V.&G.):							1st Mortgage of May 1, 1869.....	129,100	7	May & Nov.	New York.	1889	....
1st Mortgage.....	640,000	6	Jan. & July.	New York.	1880	93	Haanibal and Naples:						
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....	1st Mortgage of Nov. 1, 1868.....	675,000	7	May & Nov.	New York.	1898	91
East Tennessee, Virginia & Ga.:							Hannibal & Cen.Mo.(C.&Alton):						
1st Mortgage, consol. skg fund.....	3,500,000	7	Jan. & July.	New York.	1900	93	1st Mortgage guaranteed.....	15,000pm	7	Jan. & July.	New York.	1890	....
Eastern Mass.:							Hannibal and St. Joseph:						
State Loan (1st Lien)\$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....	Mo. State Loan, 1881.....	1,500,000	6	Jan. & July.	New York.	1871	93
Loan of 1862, sterling.....	383,000	6	Jan. & July.	London.	1872	....	Mo. State Loan, 1885.....	1,500,000	6	" "	" "	1885	....
Loan 1864, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	97	Six years Mortgage bonds.....	69,000	10	" "	" "	1872	....
Loan of 1865.....	160,000	6	April & Oct.	" "	1885	98	Three years' notes.....	810,000	8	" "	" "	1873	....
Loan of 1868.....	1,000,000	6	March & Sept.	" "	1888	98	Five years' notes.....	1,024,300	8	" "	" "	1875	....
Loan of 1869.....	500,000	6	May & Nov.	" "	1889	94	Fifteen years' bonds.....	1,269,500	8	March & Sept.	" "	1885	91
Essex Railroad 1st Mortgage.....	194,400	6	Jan. & July.	" "	1876	90	1st Mort. (Q. and Palmyra R.R.)	600,000	8	Feb. & Aug.	" "	1892	82
Eastern Shore (Md.):							1st Mort. (Kan. City & Cam.R.R.)	1,200,000	10	Jan. & July.	" "	1892	104
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	Land Mortgage.....	1,563,700	7	April & Oct.	" "	1888	106
2d Mortgage.....	180,000	6	April & Oct.	" "	1886	....	Convertible Mortgage.....	5,600	7	Jan. & July.	" "	1888	....
Elizabethtown and Paducah:							Hanover Branch (Mass.):						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889	....
Elmira and Williamsport (N.Cen.):							Harlem Extension:						
Income Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	91	1st Mortgage of Jan. 1, 1870.....	4,000,000	7	Jan. & July.	New York.	1890	....
Real Estate (Elmira) bond.....	50,000	7	May & Nov.	" "	1872	00	Harrisburg & Lancaster (Pa.R.R.):						
Erie Railway:							1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	92
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1871	103	Hartford and New Haven:						
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879	99	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873	....
3d Mortgage.....	6,000,000	7	" "	" "	1883	96	Hartford, Providence and Fishkill:						
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" "	1889	93	1st Mort. (R. Island 26.32 m.).....	481,000	7	Jan. & July.	Providence.	1876	....
5th Mortgage convertible.....	925,500	7	June & Dec.	" "	1888	92	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Buffalo Branch, 1st mortgage.....	186,400	7	Jan. & July.	" "	1891	....	Hastings and Dakota:						
Sterling Loan (£1,000,000) conv.	4,844,400	6	March & Sept.	London.	1875	....	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900	....
Erie and Pittsburg (Penn.):							Hempfield:						
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882	....	1st Mortgage (part collateral).....	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
2d Mortgage.....	153,000	7	March & Sept.	" "	1890	....	Housatonic:						
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	" "	1893	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877	....
European & North American:							2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1885	....
B'gor L'n, 1st on 65m. & 2d on 45m.	1,000,000	6	Jan. & July.	N. Y. & Lond.	1898	....	3d Mortgage of 1869.....	50,000	7	April & Oct.	" "	1889	....
1st m. R.R. & L'n (B to Win 45 m)	2,000,000	6	" "	" "	1899	....	Houston and Texas Central:						
Evansville and Crawfordsville:							1st Mortgage L.G. skg fund, gold	3,400,000	7	Jan. & July.	New York.	1891	....
1st Mortgage (Ev. & Ill.R.R.).....	350,000	7	Jan. & July.	New York.	1889	....	Hudson River (N.Y. Cen. & H.R.):						
1st Mortgage (Ev. & Chl. R.R.).....	740,000	7	May & Nov.	" "	1889	....	1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
1st Mort (Rockville Extension).....	160,000	7	Feb. & Aug.	" "	1881	....	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	106
Consolidated Mortgage.....	150,000	7	Jan. & July.	" "	1889	....	3d Mortgage.....	180,000	7	May & Nov.	" "	1875	103
Evansville, Henderson & Nashv.:							Huntington and Broad Top Mt.:						
1st Mortgage of July 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1897	....	1st Mort.(extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	100
Fall River, Warren & Providence:							2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882	....	1st Mortgage (Consol.).....	1,069,000	7	April & Oct.	" "	1895	47
Flemington (Belv. Del.):							Illinois Central:						
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	....	1st Mortgage Construction.....	3,090,000	7	April & Oct.	New York.	1875	103
Flint and Pere Marquette:							1st Mortgage Construction.....	332,000	6	" "	" "	1875	....
1st Mortgage L. G., 1st mort.....	287,000	7	May & Nov.	New York.	1880	....	Redemption currency.....	2,500,000	6	" "	London.	1890	....
1st Mortgage L. G., 2d mort.....	319,000	7	Jan. & July.	" "	1887	....	Redemption, sterling.....	2,500,000	6	" "	" "	1890	....
1st Mortgage L. G., 3d mort.....	1,200,000	8	March & Sept.	" "	1888	....	Illinois & South. Iowa (T.W. & W.):						
F. & Holly R.R. b'ds (\$25,000 a yr)	500,000	10	May & Nov.	" "	1888	....	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	93
Flushing & North Side (L. I.):							Indiana and Illinois Central:						
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889	....	1st Mortgage.....gold	2,760,000	7	Jan. & July.	N.Y. & Lond.	1900	....
Fonda, Johnston & Gloversville:							Indianapolis, Blooming. & West:						
1st Mortgage.....	300,000	7	" "	New York.	1889	....	1st Mortgage, conv.....gold	5,000,000	7	April & Oct.	New York.	1900	....
Ft. W., Jackson & Sag. (Mich. C.):							2d Mortgage.....	1,500,000	8	" "	" "	1890	....
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889	....	Indianapolis, Cin. and Lafayette:						
Ft. W., Muncie & Cin. (F. W. J. & S.):							1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	(New York.)	1888	....
1st Mortgage guaranteed.....gold	1,900,000	7	Jan. & July.	New York.	1889	....	1st Mortgage (I. C. & L.) 179 m	2,770,000	7	Feb. & Aug.	" "	1897	....
Galena & Chic. Union (C. & N.W.):							1st Mortgage ( " ) 179 m.	1,668,000	7	June & Dec.	" "	1899	69
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	....	1st Mortgage (Cin. and Ind.).....	500,000	7	" "	" "	1893	....
2d Mortgage.....	985,000	7	May & Nov.	" "	1875	105	2d Mort. (C. & L.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....	Indianapolis, Crawfordsv. & Danv.:						
Georgia:							1st Mortgage.....gold	1,500,000	7	Jan. & July.	New York.	1888	....
Bonds (various).....	681,000	7	Jan. & July.	Augusta.	'71-'86	....	Indianapolis & Madison (J.M. & L.):						
Goshen and Deckertown (Erie):							1st Mortgage of May 1, 1862.....	397,000	7	May & Nov.	New York.	1882	....
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889	....	Indianapolis & Vincen. (Pa.R.R.):						
Hr. Rapids & Indiana (P.F.W. & C.):							1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.	1908	....
1st Mortgage guar half yr.....gold	4,000,000	7	Jan. & July.	New York.	1899	....	2d Mortgage guaranteed.....	1,480,000	7	May & Nov.	" "	1889	....
1st Mortgage half year.....gold	4,000,000	7	April & Oct.	" "	1890	....	Ionia & Lansing (D.L. & L. Mich.):						
Grand Trunk (Ca.):							1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879	....
1st Preference Bonds £2,703,325.	13,516,625	5	Jan. & July.	London.	....	....	2d Mortgage assumed.....	300,000	8	May & Nov.	" "	1880	....
2d Preference Bonds £1,610,264.	8,051,320	4	" "	" "	....	....	Iowa Falls & Sioux City (Ill.Cen.):						
3d Preference Bonds £758,510.	3,792,550	4	" "	" "	....	....	1st Mortgage of April 1, 1869.....	2,960,000	7	April & Oct.	New York.	1899	79
4th Preference Bonds £5,571,210.	27,855,006	4	" "	" "	....	....	Iowa Midland (C. & N. W.):						
Equipment Bonds £610,480.	3,052,400	6	April & Oct.	" "	....	....	1st Mort. of Aug. 1, 1870 guar...	18,000pm	8	Feb. & Aug.	New York.	1900	....
Postal & Military b'ds £1,200,000	6,000,000	6	Feb. & Aug.	" "	....	....	Iowa Southern:						
Provincial Debenture £3,111,500	15,587,500	....	" "	" "	....	....	1st Mortgage, tax free.....	1,000,000	7	June & Dec.	New York.	1908	....
Great Falls and Conway:							Ironton:						
1st Mortgage.....	200,000	6	Jan. & July.	Boston.	1878	....	1st Mortgage.....	130,000	7	May & Nov.	Philadelphia.	1875	....
Great Western (Canada):							Jackson, Lansing and Saginaw:						
Perpetual Debentures.....	227,273	5	" "	London.	....	....	1st Mortgage of 1865.....	1,495,000	8	Jan. & July.	New York.	1885	106
Mortgage Bonds.....	2,076,176	6	" "	" "	'71-'73	....	2d Mort. of 1868 for \$500,000.	100,000	8	March & Sept.	" "	1888	102
Mortgage Bonds.....	2,375,906	6	" "	" "	1873	....	Consolidated Mort. for \$3,000,000	....	8	May & Nov.	" "	1890	100
Mortgage Bonds.....	618,066	6	" "	" "	1876	....	Jameson & Frank. (L.S. & M. So.):						
Mortgage Bonds.....	2,380,333	5	" "	" "	1877	....	1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	....
Mortgage Bonds.....	301,733	5	" "	" "	1878	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	" "	1894	....
Mortgage Bonds.....	4,866	5	" "	" "	1881	....	Jefferson (Erie):						
Gt. Western of Illinois (T.W. & W.):							1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (W. of Decatur) ..	687,000	10	April & Oct.	New York.	1871	....	2d Mort. ( " )	96,000	7	" "	" "	1889	....
1st Mortgage (Gt. W. R. R. of 1869)	2,500,000	7	Feb. & Aug.	" "	1888	96	1st Mort. (Carbondale Sec. 38 m)	2,000,000	7	" "			



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Jeffersonville, Madison & Indian:							Lehigh Valley:						
1st Mortgage of Oct. 1, 1866.....	\$2,107,000	7	April & Oct.	New York.	1906	....	1st Mort. of 1858 .....	\$963,000	6	April & Oct.	Philadelphia.	1872	101
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....	1st Mort. of 1868 (coup & reg.) free	3,343,000	6	June & Dec.	"	1898	964
1st Mortgage (Ind. & Mad.) guar.	597,000	7	May & Nov.	" "	1882	....	1st Mort. of '70 (reg.) for \$6,000,000	1,050,000	7	Feb. & Aug.	"	1900	103
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	" "	1873	....	1st Mort. (Hazleton R.R.) of 1862	132,000	6	April & Oct.	"	1872	....
Louisville Loan (Jefferson R.R.)	74,000	6	" "	" "	1882	....	Lewey's Island (S. C. & P.):						
Joliet and Chicago (C. & Alton):							1st Mortgage (Calais Loan).....	120,000	6	June & Dec.	Calais.	1876	....
1st Mortgage 5kg fund guar.....	410,000	8	Jan. & July.	New York.	1882	1004	Little Miami & Colum. & Xenia:						
Joliet & Northern Ind. (Mich. O.):							1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
Junction (Cin. & Indianapolis):							1st Mortgage (Col. & Xenia).....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage (D. & Western).....	275,000	7	Jan. & July.	"	1905	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....	1st Mortgage ( " ).....	433,000	6	" "	"	1905	....
1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	" "	1884	....	Little Rock and Fort Smith:						
Junction, Philadelphia:							1st Mortgage for \$3,500,000 gold	.....	6	Jan. & July.	Boston.	1899	304
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	Little Rock, Pine Bluff & N. O.:						
2d Mortgage.....	300,000	6	April & Oct.	" "	1900	914	1st Mortgage.....	.....	7	" & "	New York.	1889	....
Junction and Breakwater:							Little Schuylkill (P. & Rdg.):						
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	....	1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Kalam., Alleg. & Gr. R. (L.S. & M.S.):							Logansport, Crawf. & S'wstn Ind.:						
1st Mort. assumed by lessees.....	840,000	8	Jan. & July.	New York.	1888	954	1st Mortgage.....	1,500,000	8	J. A. J. O.	New York.	1890	....
Kalamazoo, & S. Haven (M. Cen.):							Long Branch and Sea Shore:						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	1044	1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Kalam. & Three Riv. (L.S. & M.S.):							Long Island:						
1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
Kalam. & W. Ligeon (L.S. & M.S.):							1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"	1890	....
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Glen Cove Br.).....	150,000	6	May & Nov.	"	1893	....
Kansas City and Santa Fe:							General Mortgage of 1869.....	775,000	8	" "	"	1899	....
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....	Louisville & Miss. Riv. (Ch. & Al.):						
Kan. City, St. Jo. & Coun. Bluffs:							1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
1st Mortgage (consolid.) 264 m.....	687,000	8	March & Sept.	N.Y. & Bos'n.	1890	....	Louisville, Cin. and Lexington:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	10	Jan. & July.	" "	1880	....	1st Mortgage (Cincinnati Br.).....	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mort. ( " ).....	150,000	10	" "	" "	1872	....	2d Mortgage (general).....	1,000,000	8	April & Oct.	"	1900	....
1st Mort. (St. Jo. & C. B. 80 m.)	1,400,000	10	March & Sept.	" "	1892	....	1st Mort. (Lo. & Frankfort Br.)	82,000	6	Jan. & July.	"	1871-80	....
2d Mort. ( " ).....	539,500	8	June & Dec.	" "	1874	97	Louis. Loan ( " ).....	100,000	6	" "	"	1881	....
1st Mort. (Mo. Valley 61 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mort. (Lex. & Frankfort)...	25,000	6	" "	"	1874	....
Kansas Pacific (U. Pac. E. D.):							Louisville and Nashville:						
1st Mort. on R.R. 140 m.....gold	2,240,000	6	Feb. & Aug.	New York.	1895	....	1st Mortgage (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
1st Mort. on R.R. 254 m.....gold	4,063,000	6	June & Dec.	" "	1898	....	Louisville Loan (Main Stem).....	849,000	6	April & Oct.	"	1880-87	....
1st Mort. on Branch 34 m.....gold	600,000	7	May & Nov.	" "	1898	....	Louisville Loan (Lebanon Br.)...	225,000	6	May & Nov.	"	1887	....
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	" "	1871-76	....	1st Mortgage (Memphis Br.)...	197,000	7	" "	"	1871-78	....
1st M. on R.R. 245 m. & 3,960,000 a.	6,500,000	7	May & Nov.	" "	1899	....	1st Mortgage (Bardonia Br.)...	1,000	7	Jan. & July.	"	1870	....
1st M. on lands E. of 380th m. gold	2,000,000	7	Jan. & July.	" "	1899	....	1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	"	1880-88	....
2d Mort. (U.S. Subsidy) on 594 m.	6,303,000	6	" "	" "	1905-97	....	Louisville Loan (Leb. Br. Ext.)...	333,000	6	April & Oct.	"	1893	....
3d Mort. Income on 428 m.....	4,276,000	7	(after 5 years.)	" "	1916	....	Consolid. mort. of April 1, 1868.	5,500,000	7	" "	"	1898	....
Keat County (Del.):							Lowell & Lawrence (B. & L.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....	1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Kentucky Central (Cov. & Lex.):							Macon and Brunswick:						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....	1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	1870-90	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....	2d Mortgage of 1869.....	1,000,000	7	April & Oct.	"	1889	....
3d Mortgage June 1866.....	237,000	7	June & Dec.	" "	1885	....	3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	"	1890	....
Keokuk, Iowa City and Minn.:							Equipment Mortgage.....	150,000	.....	.....	.....	....	....
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....	Macon and Western:						
2d Mortgage.....	5,000pm	7	" "	" "	1891	....	1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Keokuk and St. Paul (C.B. & Q.):							Madison and Portage:						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95	1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Lackawanna and Bloomsburg:							Maine Central:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	1890-91	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
2d Mortgage.....	500,000	7	April & Oct.	" "	1880	....	Loan (new) for \$1,100,000.....	451,200	7	Jan. & July.	"	1898	....
2d Mortgage (Extension).....	200,000	7	May & Nov.	" "	1890	....	Mort. (Ext.) for \$500,000.....gold	112,000	6	April & Oct.	"	1900	....
Income Mortgage.....	200,000	10	Jan. & July.	" "	1871	....	1st Mort. (B.to P. & Ken.) exch. 7s	577,000	6	" "	"	1872	....
La C. Trempealeau & Pres. (C. & N.W.):							2d Mort. (Penob. & Ken.).....	169,500	6	Feb. & Aug.	"	1870	....
1st Mortgage, guaranteed.....	800,000	7	" & "	New York.	....	....	Manfield & Framingham (B.C. & F.):						
Lafayette, Bloomington & Miss.:							1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90
1st Mortgage.....	1,300,000	8	" & "	New York.	....	....	Marietta and Cincinnati:						
Lafayette, Muncie & Blooming:							1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage.....	1,500,000	8	" & "	New York.	....	....	2d Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	974
Lake Erie and Louisville:							3d Mortgage.....	2,500,000	7	May & Nov.	"	1896	91
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	3d Mortgage for \$2,000,000.....	2,000,000	8	Jan. & July.	"	1890	794
Lake Shore & Michigan So.:							1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Sunbury B'ds (CP & ARR 954m)	500,000	7	Jan. & July.	New York.	1874	....	Baltimore Loan to Union R. R.	20,000	7	.....	Baltimore.	....	....
Regia. Bonds ( " ).....	1,000,000	7	" "	" "	1880	....	Marietta and Pittsburgh:						
3d Mortgage ( " ).....	1,000,000	7	April & Oct.	" "	1892	....	1st Mort. of Aug. 1, 1869.....gold	14,000pm	7	Feb. & Aug.	Philadelphia.	1895	....
Divid'd Bonds (L. S. R.R. 258 m)	1,000,000	7	" "	" "	1879	954	Marquette and Ontonagon:						
S. Fund Bonds (L.S. & M.S. 013m)	2,000,000	7	" "	" "	1879	....	1st Mortgage.....	150,000	8	June & Dec.	Boston.	1876	....
Consol. M. reg. ( " ).....	597,000	7	J. A. J. & O.	" "	1900	100	Maryland and Delaware:						
Consol. M. coup. ( " ).....	65,000	7	Jan. & July.	" "	1900	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	504
1st Mort. (M.S. & N. In. R.R. 521m)	5,250,000	7	May & Nov.	" "	1885	101	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
2d Mort. ( " ).....	2,693,000	7	" "	" "	1877	102	Memphis and Charleston:						
1st Mort. (June. R.R. 494 m.)...	116,000	7	June & Dec.	" "	1872	....	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
S. Fund (Clev. & Tol. R.R. 1624m)	2,014,000	7	Jan. & July.	" "	1885	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
M. of '66 ( " ).....	864,000	7	April & Oct.	" "	1886	....	Tenn. Loan.....	1,864,887	6	" "	"	1890	....
Mort. Bonds (Buff. & E. R. R. 98m)	23,000	7	June & Dec.	" "	1870	....	Memphis and Little Rock:						
Mort. Bonds ( " ).....	100,000	7	May & Nov.	" "	1873	....	1st Mort. (R.R. & 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Mort. Bonds ( " ).....	300,000	7	Jan. & July.	" "	1882	....	Ark. State Loan.....	900,000	7	Jan. & July.	"	1890	56
Mort. Bonds ( " ).....	3,000,000	7	March & Sept.	" "	1886	....	Memphis and St. Louis:						
1st Mort. (D.M. & Tol. R.R. 65 m.)	924,000	7	April & Oct.	" "	1890	....	1st Mort. (R.R. & 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
1st Mort. (Kal. & W.P. R.R. 37 m.)	400,000	7	Feb. & Aug.	" "	1876	984	1st Mortgage, guaranteed.....	1,900,000	8	Jan. & July.	Boston.	1890	107
1st Mort. (Sch. & Three Riv. R.R.)	100,000	8	Jan. & July.	" "	1899	....	Michigan Central:						
1st Mort. (Kal. & Three Riv. R.R.)	100,000	8	" "	" "	1887	....	1st Mortgage, sterling conv.....	467,489	6	Jan. & July.	London.	1872	....
1st Mort. (Kal. All. & Gr. R. R.R.)	840,000	7	" "	" "	1888	954	1st Mortgage, convertible.....	565,000	8	April & Oct.	New York.	1882	....
2d Mort. (Jamestown & Frank.)	500,000	7	" "	" "	var	....	1st Mortgage, sinking fund conv.	2,294,500	8	" "	"	1882	1194
Lake Superior & Mississippi:							1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	107
1st M.R.R. lands, etc., S.F. free, gold	4,500,000	7	Jan. & July.	New York.	1899	....	1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage, guaranteed.....	380,000	7	Feb. & Aug.	Pittsburg.	1895	....	2d Mort. ( " ).....	500,000	8	April & Oct.	"	1882	1084
Leavenworth & Galveston:							1st Mort. (Kal. & So. Haven R.R.)	640,000	8	May & Nov.	"	1889	....
1st Mort. July 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	95	2d Mort. ( " ).....	70,000	8	Feb. & Aug.	"	1890	108

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Midland Pacific:							Newark and New York (Cent.):						
1st Mortgage.....gold	\$1,100,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	\$600,000	7	Jan. & July.	New York.	1891	....
Mifflin & Centro Co. (Pa. R. R.):							Newark, Somerset & Straitsville:						
1st Mortgage, guaranteed.....	189,000	6	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
Milwaukee & Chicago, (C&NW):							New Bedford and Taunton:						
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....	1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1891	....
2d Mortgage.....	10,500	7	Jan. & Dec.	"	1898	....	New Brunswick and Canada:						
Mil. & Prairie du Chien (M&STP):							1st Mortgage, Sterling £200,000...	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage, (assumed).....	3,674,000	8*	Feb. & Aug.	New York.	1898	....	Newburg & New York (Erie):						
2d Mortgage, ( " ).....	1,316,000	7.3	"	"	1898	....	1st Mortgage for \$600,000.....	250,000	7	Jan. & July.	New York.	1889	....
Milwaukee and St. Paul:							New Canaan:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94	1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
1st Mortgage (E. Div. Palmer)...	792,000	8	May & Nov.	"	1874	....	Newcastle and Beaver Valley:						
1st Mort. (Iowa and Minn. Div.)...	3,792,000	7	Jan. & July.	"	1897	89	1st Mortgage for \$150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage (Minn. Cent.).....	208,000	7	"	"	"	....	New Haven and Darby:						
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	"	89	1st Mortgage for \$150,000.....	150,000	7	May & Nov.	New Haven	1888	....
1st Mortgage (P. du C. Div.).....	3,674,000	8	Feb. & Aug.	"	1898	107	New H. Middle'tn & Willman.: 1st Mort. for \$3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1880	....
2d Mortgage (P du C. Div.).....	1,315,000	7.3	"	"	1898	97	2d Mortgage for \$1,500,000.....	6	Jan. & July.	"	1891	....	
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	"	1884	85	New H. & Northampton (Canal):						
Income Mortgage.....	20,000	7	Jan. & July.	"	1873	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
Milwaukee City Loan.....	234,000	7	March & Sept.	"	1873	....	Convertible, tax free.....	400,000	6	April & Oct.	"	1880	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	"	1891	....	New Jersey (Pennsylvania):						
Real Estate Purchase.....	148,500	7	various.	"	"	....	1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
Incumbrances assumed.....	35,073	7	"	"	"	....	2d Loan.....	450,000	6	"	"	1878	....
Mineral Point:							3d (State Loan).....	100,000	6	"	"	1887	....
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	New Jersey Midland (N.Y. & O.M.):						
Minnesota and North Western:							1st Mortgage.....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....	2d Mortgage.....currency	400,000	7	"	"	1891	....
Mississippi Central:							New Jersey Southern:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....	1st Mortgage of Sept. 19, 1869.....	2,000,000	7	May & Nov.	New York.	1889	80
2d Mortgage ( " ).....	2,000,000	8	Feb. & Aug.	"	1876	....	1st Mortgage (Tom's Riv. Br.):	120,000	6	Feb. & Aug.	"	1890	....
1st Mort. (Miss. Cen. & Tenn.)...	25,000	6	April & Oct.	"	1863	....	New Jersey West Line:						
Tennessee Loan bonds.....	1,278,950	6	Jan. & July.	"	1892	....	1st Mort. for \$3,000,000.....gold	7*	May & Nov.	New York.	1900	....	
Mississippi, Ouachita & Red Riv:							New London Northern:						
1st Mortgage.....gold	12,000,000	7*	"	"	1900	....	1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
Land Mort. (257,000 acres).....gold	1,000,000	7*	"	"	1900	....	1st Mortgage, Extended.....	370,000	7	March & Sept.	"	1885	....
Arkansas State Loan.....	10,000,000	7	"	"	1900	48	Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
Mississippi and Tennessee:							New O. Baton Rouge & Vicksb'g:						
1st Mortgage of April 1, 1886.....	600,000	7	April & Oct.	New York.	1876	....	1st Mortgage.....gold	12,500pm	8*	"	"	1910	....
Consolidated Mortgage of 1866.....	1,179,500	8	March & Sept.	"	81-'93	....	2d Mort. endor. by Louis.....gold	12,500pm	8*	"	"	1910	....
Mississippi River:							N. Orleans, Jackson & Gt. North:						
1st Mortgage.....	17,000pm	7	"	"	"	....	1st Mortgage of July 1, 1866.....gold	3,000,000	8*	Jan. & July.	London & N.Y.	1886	....
Mississippi, Iowa & Nebraska:							2d Mortgage of Oct. 1, 1869.....gold	1,500,000	8*	April & Oct.	New York.	1890	....
1st Mort. of June 1, 1870.....gold	7*	June & Dec.	New York.	1910	....	Income Mortgage of 1870.....gold	2,000,000	7*	"	"	New Orleans.	1890	....
Missouri, Kansas and Texas:							City Extension Mort.....gold	1,000,000	7*	"	"	1890	....
1st M. RR. & land (U.P.S. Br.)SF	4,145,000	6	Jan. & July.	New York.	1869	....	New Orleans, Mobile and Texas:						
1st M. (Tebo & Nesho)S.F. gold	2,000,000	7*	June & Dec.	"	1903	....	1st Mortgage, skg fd, 227 m. gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
Consol. L.G. S.F. (\$14,000,000)gd	1,605,000	7*	Feb. & Aug.	"	1904	....	1st Mortgage, skg fd, 227 m. cur.	12,500pm	8	"	"	1915	....
Missouri River, Ft. Scott & Gulf:							2d Mortgage on 227 miles.....cur.	12,500pm	8	"	"	1915	....
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	97	New Orleans and Selma:						
2d Mortgage of April 15, 1870.....	1,400,000	10	April & Oct.	"	1890	91	1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
Missouri Valley (K.U.S. J. & C.B.):							New York and Boston:						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....	1st Mortgage.....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
1st Mortgage.....	1,000,000	7*	"	"	1893	....	New York Central:						
Mobile & Alabama Grand Trunk:							Debt Certif. & Premium Bonds.	5,934,626	6	May & Nov.	New York.	1883	96
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....	Bonds for Debts assumed.....	1,514,000	7	May & Nov.	"	1876	....
Mobile Loan \$1,500,000 end. by Co.	1,500,000	8	"	"	"	....	Bonds for B. & N. Falls R.R.S'.	76,000	6	Feb. & Aug.	"	1883	....
Mobile and Girard:							Bonds for railroad stocks.....	592,000	6	"	"	1883	....
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....	Bonds for real estate.....	162,000	6	"	"	1883	....
2d Mortgage, endorsed by Ala.....	300,000	7	"	"	"	....	Bonds and mortgages for R. E.....	22,800	7	various.	"	var.	....
Plain Bonds.....	33,500	7	"	"	"	....	Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	"	1876	....
Mobile and Montgomery:							Bonds in place of bonds of 1864.	2,900,000	6	June & Dec.	"	1887	94
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....	1st Mort. (Hudson Riv. R.R.).....	200,000	7	Feb. & Aug.	"	1870	....
Mobile and Ohio:							2d Mort. ( " " )S. F.....	1,891,000	7	June & Dec.	"	1885	....
1st Mortgage.....gold	5,470,000	8*	May & Nov.	New York.	1882	....	3d Mort. ( " " ).....	180,000	7	May & Nov.	"	1875	....
1st Mortgage.....Sterling	803,700	6*	"	"	1878	....	Conv. B'ds( " " ).....	8,000	7	"	"	1867	....
Interest bonds (10 years).....	377,900	8	"	"	1883	....	New York and Fort Lee (Erie):						
Interest bonds 2nd issue.....	377,900	8	"	"	1883	....	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
Interest bonds sterling.....	755,400	8	"	"	1883	....	New York & Flushing (F. & N.S.):						
Income Mortgage.....	1,161,000	8	various.	New York.	1883	....	1st Mortgage.....	135,000	7	"	"	1876	....
Montgomery & Erie (Erie):							New York and Harlem:						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....	1st Mortgage of 1863.....	3,000,000	7	May & Nov.	New York.	1873	104
Montgomery and Euflala:							4th Mortgage of 1861.....	99,500	7	June & Dec.	"	1871	....
1st Mortgage of 1866, endorsed.....	640,000	8	March & Sept.	New York.	1886	....	Consolidated mortgage of 1863.....	1,767,000	6	Feb. & Aug.	"	1863	....
1st Mortgage of 1870, endorsed.....	300,000	...	June & Dec.	"	1900	....	Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	"	1881	....
Montgomery & West Point (Wtn.)							Bonds of 1863, unsecured.....	106,000	7	"	"	1872	....
Mortgage of 1866.....	10,000	8	Jan. & July.	New York.	Due.	....	N. York, Housatonic & Northern:						
1st Mortgage.....	450,000	8	"	"	1870	....	1st Mortgage.....	141,500	7	"	"	1889	....
1st Mortgage.....	298,000	8	"	"	1876	....	New York and New Haven:						
2d Mortgage.....	284,000	8	"	"	1881	....	1st Mortgage.....	1,050,500	6	April & Oct.	New York.	1875	98
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....	New York & Oswego Midland:						
Montreal & Champlain:							1st Mort. for \$8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
1st Mortgage Sterling £181,400.....	882,813	6	Jan. & July.	London.	1890	....	New York, Providence & Boston:						
2d Mortgage.....	370,000	8	"	"	1879	....	1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
Morris and Essex:							1st Mortgage.....	80,000	6	"	"	1878	....
1st Mortgage, Sinking Fund.....	5,000,000	7	March & Sept.	New York.	1914	105	Consol. Mort. for \$1,000,000.....	512,000	7	Jan. & July.	"	1899	....
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	99	Niles and New Lisbon:						
Convertible bonds.....	600,000	7	Jan. & July.	"	1900	....	1st Mortgage.....	500,000	7	"	"	1889	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	"	1889	93	Norfolk County (B. H. & Erie):						
Muscatine (South-Western):													



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Missouri:							Pemberton & N. York (N.J.S.):						
1st Mortgage of Jan. 1865 .....	\$6,000,000	7	Jan. & July.	New York.	1895	92	1st Mortgage, guaranteed .....	\$375,000	7	Jan. & July.	New York.	1890	....
2d Mortgage of Oct. 1868.....	4,000,000	7	April & Oct.	"	1888	....	Peninsula (C. & N. W.):						
3d M. of Oct. 1869 (7 p.c. after 5yrs)	3,000,000	10	"	"	1888	....	1st Mortgage, guaranteed .....	855,000	7	March & Sept.	New York.	1898	91½
North Pennsylvania:							Peninsular (Mich. Ind. & Ill.):						
1st Mortgage.....	2,250,000	6	Jan. & July.	Philadelphia.	1885	100½	1st Mortgage..... gold	1,800,000	7*	May & Nov.	New York.	1899	....
Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	110	Pennsylvania and New York:						
2d Mortgage.....	1,246,000	7	May & Nov.	"	1896	98	1st Mortgage.....	1,500,000	7	June & Dec.	Philadelphia.	1898	97½
Northern Central:							1st Mortgage.....	1,500,000	7	"	"	1900	....
1st Mortgage, Md. State loan....	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....	Penobscot and Kennebec (M. C.):						
2d Mortgage.....	2,500,000	6	Jan. & July.	"	1885	94½	1st Mortgage (Bangor Loan).....	577,000	6	April & Oct.	Bangor.	1872	....
3d Mortgage.....	1,223,000	6	April & Oct.	"	1900	86½	2d Mortgage.....	169,500	6	Feb. & Aug.	Boston.	1870	....
3d Mortgage (York & Cumb.R.R.)	500,000	6	Jan. & July.	"	1877	....	Peoria & Bureau Val (C.R.I. & P.):						
Consol. Mort. of July 1868.....	2,019,000	6*	"	"	1900	94	1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....
Income conv. of April 1, 1870.....	475,000	7	April & Oct.	"	1889	....	Peoria & Hannibal (C. B. & Q.):						
Northern New Hampshire:							1st Mortgage, tax free.....	600,000	8	Jan. & July.	Boston.	1878	....
1st Mortgage.....	115,000	6	April & Oct.	Boston.	1874	....	Peoria, Pekin and Jacksonville:						
Northern New Jersey (Erie):							1st Mort. of May 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1894	....
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1878	....	2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	"	1900	....
Northern Pacific:							Peoria and Rock Island:						
1st Mort. on R.R. & lands... gold	50,000pm	7.3	Jan. & July.	New York.	1900	....	1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1900	....
North Western Virginia:							Perkiomen (Phila. & Rdg):						
2d Mortgage (assumed B. & O.).	458,500	6	Jan. & July.	Baltimore.	1873	99½	1st Mortgage.....	610,200	6	April & Oct.	Philadelphia.	1897	79
3d Mortgage ( " )	140,000	6	"	"	1885	91	Perth Amboy and Woodbridge:						
Norwich and Worcester:							1st Mortgage, guaranteed.....	100,000	6	"	New York.	1886	....
1st Mort. State Loan.....	400,000	6	Jan. & July.	Boston.	1877	....	Petersburg:						
Plain bonds.....	59,000	7	June & Dec.	"	1874	....	Mortgage Bonds.....	3,094	6	Jan. & July.	New York.	1871	....
Steamboat bonds.....	45,800	7	Feb. & Aug.	"	1870	....	Mortgage Bonds.....	25,500	7	"	"	1865	....
Construction bonds.....	250,000	7	Jan. & July.	"	1877	....	Mortgage Bonds.....	266,500	8	"	"	79-98	....
New bonds of 1870.....	22,000	7	"	"	1890	....	Philadelphia and Baltimore Cent.:						
Nyack and Northern:							1st Mortgage (Penn. Div.).....	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Md. Div.).....	300,000	6	"	"	1891	....
Oakland & Ottawa (D. & M.):							Philadelphia and Erie (Penn.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....	1st Mortgage.....	5,000,000	6½	March & Sept.	Philadelphia.	1881	89
1st Mortgage ( " ) dollar..	51,000	7	"	New York.	1873	....	2d Mortgage.....	3,000,000	7	Jan. & July.	"	1888	89½
Ogdensburg and Lake Champlain:							3d Mortgage.....	3,598,000	6½	"	"	1920	....
1st Mort. conv. into pref. stock.	4,800	7	Jan. & July.	Boston.	1869	....	1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	100
2d Mort. conv. into com. stock.	25,200	7	April & Oct.	"	1861	....	Philadelp. Germant. & Norist:						
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102½	1st Mort. Convertible.....	25,400	6	Jan. & July.	Philadelphia.	1882	....
Ohio and Mississippi:							Philadelphia and Reading:						
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	101	Debtenture Loan of 1861.....	100,000	6	Jan. & July.	Philadelphia.	1871	....
1st Mortgage, (W. Div.).....	850,000	7	"	"	1872	....	Debtenture Loan of 1868.....	1,121,000	6	"	"	1893	89½
2d Mortgage, (W. Div.) conv.	534,000	7	"	"	1874	86½	Debtenture Loan of 1870.....	2,625,000	7	"	"	1890	....
Income Mort., (W. Div.).....	221,500	7	April & Oct.	"	1882	....	Mortgage Loan of 1857, conv.	143,500	6	"	"	1886	....
Funded Debts Mort. (W. Div.)	16,500	7	"	"	1882	....	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880	94
Consolidated Mort.....	2,761,000	7	Jan. & July.	"	1898	95	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	102½
Consolidated Mort. (sterling)...	101,850	7	"	London.	1898	....	Sterling Loan of 1836.....	182,400	5*	Jan. & July.	London.	1880	....
Old Creek and Allegheny River:							Sterling Loan of 1843.....	978,800	6*	"	"	1880	....
1st Mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84	Sterling Loan of 1836.....	288,000	7*	"	"	72-77	....
1st Mortgage.....	580,000	7	April & Oct.	"	1882	....	Philadelphia, Wilmington & Balt:						
1st Mortgage.....	200,000	7	June & Dec.	"	1871	....	Mortgage, convertible.....	349,600	6	Jan. & July.	Philadelphia.	1884	....
2d Mortgage.....	71,000	7	May & Nov.	"	1871	....	Plain Bonds.....	600,000	6	April & Oct.	"	1871	....
Consolidated Mortgage.....	819,000	7	"	"	1888	83½	Plain Bonds.....	400,000	6	"	"	1876	....
Old Colony and Newport:							Plain Bonds.....	1,000,000	6	"	"	1887	....
Plain Bonds.....	1,388,000	7	Feb. & Aug.	Boston.	1877	102½	Pittsburg, Cin. & St. Louis (Pa.):						
Plain Bonds.....	1,000	6	March & Sept.	"	1874	96½	1st Mortgage, guaranteed.....	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
Plain Bonds.....	486,000	6	April & Oct.	"	1875	96½	2d Mort. conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	74½	....
Plain Bonds.....	1,000,000	6	March & Sept.	"	1876	97½	Pittsburg & Connelleville (B. & O.):						
Plain Bonds.....	34,000	6	"	"	1884	....	1st Mortgage, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1898	94½
Omaha and Southwestern:							2d Lien Balt. Loan.....	1,000,000	6	"	"	1886	....
1st Mort. (North Platte Div.)...	300,000	8	June & Dec.	New York.	1890	90½	Turtle Creek Div. bonds.....	400,000	6	Feb. & Aug.	New York.	1889	....
Orange, Alexandria & Manassas:							Real Estate bonds.....	100,000	6	various.	Baltimore.	1883	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93	Pittsburg, Ft. Wayne & Chicago:						
2d Mort. (Charlotte to Lynchb.)	1,165,500	6	Jan. & July.	"	1875	83½	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	106½
3d Mort. " "	598,000	6	May & Nov.	Richmond.	1873	96½	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
4th Mort. " "	574,000	6	March & Sept.	Alexandria.	1880	85	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	86½	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Va. State Loan.....	249,962	7	"	"	1893	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Ozage Valley & Southern Kansas:							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
1st Mortgage (6-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	102
Oswego and Rome (B. W. & O.):							2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage guar.....	500,000	7	May & Nov.	New York.	1916	....	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
Income Mortgage guar.....	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	....
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	....
1st Mortgage, guaranteed.....	112,000	7	May & Nov.	New York.	70-80	....	2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	....
2d Mortgage, guaranteed.....	375,000	7	"	"	1885	....	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	99
Ottawa, Osw. & Fox R.V. (O.R. & Q.):							Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	"	1876	....
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	96½	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	....
Owensboro' and Russellville:							Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	....
1st Mortgage.....	200,000	6	April & Oct.	New York.	1886	....	Port Huron & Lake Michigan:						
Pacific of Mo.:							1st Mortgage of May 1, 1869....	1,800,000	7*	May & Nov.	New York.	1899	....
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....	Portland and Kennebec:						
1st Mortgage..... gold	7,000,000	7*	Jan. & July.	"	1880	100½	1st Mort. (K. & P. R. R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Real Estate Bonds.....	500,000	10	various.	St. Louis.	var.	....	Funded Int. bonds Oct. 1, 1863.	22,648	6	"	Boston.	1883	....
St. Louis County Loan.....	700,800	6	Feb. & Aug.	"	71-73	....	Consol. (P. & K. R. R.) Apr. 1, 1865.	790,700	6	"	"	1895	....
Tamara:							Portland loan.....	100,000	6	"	"	....	....
Sterling Bonds £152,775 at 4.85.	740,959	7*	Feb. & Aug.	London									

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Reading and Columbia (P. & R.):							Savannah and Charleston:						
1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882	....	1st Mortgage (Sav. & Char. R.R.)	\$406,500	7	Jan. & July.	New York.	1889	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	....	Bonds (C. & S.R.R.) guar. by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Rensselaer and Saratoga:							Int. b'ds (C. & S.R.R.) guar. by S.C.	245,745	7	"	"	1889	....
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1873	....	Savannah and Memphis:						
2d Mortgage.....	300,000	7	"	"	1880	....	1st Mort. guar. by Ala.....gold	16,000pm	6*	May & Nov.	New York.	1890	....
3d Mortgage.....	150,000	7	"	"	1887	....	Schenectady and Susquehanna:						
1st Mortgage (S. & W.) assumed	400,000	7	March & Sept.	"	1886	....	1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (T. & S. R.) assumed.	500,000	7	May & Nov.	"	1890	....	Schuykill and Susquehanna:						
1st Mortgage (G. F. Br.) assumed.	125,000	7	Jan. & July.	"	1894	....	1st Mortgage, May 1, 1886.....	97,000	6	May & Nov.	Philadelphia.	1876	....
Richmond and Danville:							Scioto & Hocking Valley (M. & C.):						
Virginia skg fund Loan.....	600,000	6	Jan. & July.	New York.	1880	....	1st Mort. assumed by M. & C. Co.	300,000	7	May & Nov.	Baltimore.	1896	....
1st Mortgage guar. by Va.....	158,100	6	"	"	1875	82	Seaboard and Roanoke:						
Consolidated, Mort.....	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	....	1st Mortgage.....	210,000	7	"	Philadelphia.	1800	....
4th Mortgage (S. & W.) assumed	64,500	6	"	Richmond.	'73-'75	....	Selma and Gulf:						
Bonds to Roanoke Val. R.R. Co.	129,600	6	Feb. & Aug.	"	'71-'78	....	1st Mortgage, guar. by Ala.....gold	16,000pm	5*	"	New York.	1890	....
Rich. Frederickburg & Potomac:							Selma, Marion and Memphis:						
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	....	1st Mortgage, guar. by Ala.....gold	16,000pm	5*	March & Sept.	New York.	1889	....
Dollar Bonds.....	124,439	6	"	Richmond.	var	....	Selma and Meridian:						
Dollar Bonds.....	274,228	7	"	"	var	....	1st Mortgage (3d series).....	796,830	6	various.	"	var	....
Richmond and Petersburg:							Selma, Rome and Dalton:						
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var	....	1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	'72-'80	....	2d Mortgage.....	6,000,000	7	"	"	....	....
Richmond and York River:							Shamokin Valley & Pottsville (N.C.):						
1st Mortgage (new).....	600,000	8	Jan. & July.	New York.	1898	....	1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Roanoke Valley (R. & Dan.):							Sheboygan and Fond du Lac:						
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....	1st Mortgage.....	750,000	7	June & Dec.	New York.	1884	....
Rochester & Genesee Val. (Eric):							Shenango and Allegheny:						
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876	....	1st Mort. of Oct. 1, 1869.....	520,000	7	April & Oct.	Philadelphia.	1889	....
Rockford, R. Island & St. Louis:							Shore Line (N. Y. & N. H.):						
1st Mortgage, conv., S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....	1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880	....
Rocky River:							Sioux City and Pacific:						
1st Mortgage, of Oct. 1, 1868....	30,000	7	April & Oct.	Cleveland.	1873	....	1st Mortgage Jan. 1, 1868....gold	1,628,000	6*	Jan. & July.	New York.	1898	....
Rome, Watertown & Ogdensburg:							2d Mortgage (U.S. subsidy)....cur	1,628,320	6	"	"	1898	....
1st Mortgage (general) Skg Fund	432,500	7	June & Dec.	New York.	1891	....	Sioux City and St. Paul:						
1st Mort. (W. & R.) Skg Fund....	796,900	7	March & Sept.	"	1880	....	1st Mortgage, L. G. tax free....	14,000pm	7	"	New York.	....	....
1st Mort. (Potdam & Watert.)....	345,500	7	June & Dec.	"	'72-'74	....	Somerset (Me. Central):						
Rondout and Oswego:							1st Mortgage, June 1, 1871....gold	450,000	7*	June & Dec.	Boston.	1891	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	90	South Carolina:						
Rutland (Verm. Central):							Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Equip. Bonds of May 1, 1870....	500,000	7	May & Nov.	Boston.	1880	79	Domestic Bonds (H) 1896-'67....	306,500	7	April & Oct.	Charleston.	'71-'72	....
Equip. Bonds of Sept. 1, 1870....	500,000	8	March & Sept.	"	1880	94	Domestic Bonds (G) 1892-'67....	342,500	6	Jan. & July.	"	'75-'74	....
Rutland & Burlington (Rutland):							Domestic Bonds (K) Jan. 1868....	1,725,000	7	April & Oct.	"	'83-'91	....
1st Mort. conv. into pref. stock..	70,000	7	Feb. & Aug.	Boston.	1863	....	Domestic Bonds (special) Sep. '66	272,000	6	Jan. & July.	"	'80-'92	....
2d Mort. conv. into com. pref. stock.	67,000	7	"	"	1863	....	Real Estate Mortgage.....	80,735	7	various.	"	'71-'91	....
Saint Croix and Penobscot:							Mortgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.	'82-'88	....
1st Mort. (Cal. & Baring R.R.)....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Georgia & Florida (A. & G.):						
2d Mort. ( " ).....	17,500	6	"	"	1879	....	1st Mort. assumed by Atl. & Gulf	464,000	7	"	New York.	1890	....
Calais Loan to Lewey's Isl. R.R.	130,000	6	June & Dec.	"	1876	....	2d Mort. " " " " " "	200,000	7	"	"	1890	....
St. Joseph & C.B. (K.C. St. J. & C.B.):							South Mountain Iron:						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97	1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage ( " ).....	339,500	8	June & Dec.	"	1874	91	2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	....
St. Joseph & Den. C. (E.D. 112m.):							South and North Alabama:						
1st Mort. of Aug. 14, 1869 free....	1,500,000	8*	Feb. & Aug.	N.Y. L'n & Fk.	1899	102	1st Mort., endor. by Ala., tax free	22,000pm	8*	Jan. & July.	New York.	1890	....
St. Joseph & Den. C. (W.D. 160m.):							South Pacific (Atl. & Pac.):						
1st M. RR. lands of May 14, 1870, free	5,500,000	8*	Feb. & Aug.	N.Y. L'n & Fk.	1900	97	1st Mort. assumed by A. & P....	7,250,000	6*	Jan. & July.	New York.	1888	....
St. Lawrence & Industry (Can.):							South Shore (Mass.):						
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	....	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	....
St. Louis, Alton and Terre Haute:							South Side (L. L.):						
1st Mortgage (Series A) skg f'd....	1,100,000	7	Jan. & July.	New York.	1894	96	1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	92
1st Mortgage (Series B) skg f'd....	1,100,000	7	April & Oct.	"	1894	....	South Side, Va. (A.M. & O.):						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	89	1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	'84-'90	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	1st Mort., consol. 2d pref.....	619,300	6	"	"	'84-'90	....
2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	84	4th Mortgage, consol. 3d pref....	458,100	6	"	"	'84-'90	....
Equipment Mortgage.....	800,000	10	March & Sept.	"	1894	....	Va. State Loan (net).....	708,102	6	"	"	long	....
St. Louis, Coun. Bluffs & Omaha:							Southern Central:						
1st Mortgage, guaranteed.....gold	16,000pm	7*	Jan. & July.	New York.	1901	....	1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis and Iron Mountain:							Southern Iowa and Cedar Rapids:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	95	1st Mortgage.....gold	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis, Jacksonville & Chicago:							Southern Minnesota:						
1st Mortgage of Mar. 16, 1864....	2,365,000	7	April & Oct.	New York.	1894	97	1st Mort., Apr. 1, 1868 tax free....	20,000pm	7	April & Oct.	New York.	1888	....
2d Mortgage of May 1, 1868.....	380,000	7	Jan. & July.	"	1898	....	Southern (Cal.) Pacific:						
St. Louis, Lawr. & Den. (Pacific):							1st Mortgage for \$28,000,000 gold	.....	6*	Jan. & July.	New York.	1901	....
1st Mortgage, guaranteed.....gold	1,020,000	6*	Jan. & July.	New York.	1901	....	Southern Pennsylvania:						
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	....	1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
St. Louis and South Eastern:							2d Mort. Sept. 1, 1870.....gold	80,000	7*	"	"	1880	....
1st Mort. skg fund conv.....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....	South Western (Cen. of Ga):						
St. Louis and St. Joseph (N. Mo.):							Mortgage Bonds, various.....	399,000	7	various.	Macon.	'77-'80	....
1st Mort. of Nov. 2, 1868 guar. gold	1,000,000	6*	May & Nov.	New York.	1893	....	Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
St. Louis, Van. & T. H. (T.H. & I.):							Spartanburg and Union:						
1st Mortgage, S. F., guaranteed....	1,900,000	7	Jan. & July.	New York.	1897	....	1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	....	....
2d Mortgage, S. F., guaranteed....	2,600,000	7	April & Oct.	New York.	1887	....	1st Mortgage not endorsed.....	198,370	7	"	"	....	....
St. Paul and Chicago (M. & St. P.):							Springfield & Illinois S. Eastern:						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	"	1900	....	1st Mortgage.....gold	18,000pm	7*	Jan. & July.	New York.	1890	....
St. Paul and Pacific 1st Division:							Staten Island:						
1st Mort. (St. P. to St. Anth. 10m.)	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mort. (St. Paul to Wab. 80 m.)	700,000	7	Jan. & July.	"	1892	....	Sterling Mountain:						
Land Grant & 2d Mort. (80 m.)....	1,300,000	7	June & Dec.	"	1892	....	1st Mortgage.....	350,000	7	"	New York.	1874	....
General Mort. RR. & L. \$2,000,000	780,000	7*	Jan. & July.	"	....	....	Sullivan (Verm. Central):						
General Mort. R.R. & Lands etc.	780,000	7*	"	London.	....	....	1st Mortgage, extended.....	500,000	6	Jan. & July.	Boston.	1875	....
1st M. (W. Line & L.) for \$3,000,000	.....	7	"	New York.	....	....	2d Mortgage, extended.....	250,000	6	Feb. & Aug.	"	1880	....
2d M. (W. Line & L.) for \$6,000,000	.....	7	"	"	....	....	Sullivan and Erie:						
St. Paul and Sioux City:							1st Mortgage, skg fund conv....	1,000,000	7	May & Nov.	New York.	1886	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	New York.	....	....	Summit Branch:						
Salem (W. Jer.):							1st Mortgage.....	201,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Sussex:						
Salem and Lowell (B. & L.):							1st Mortgage.....	200,000	6	"	New York.	....	....
1st Mortgage guar.....	226,900	6	Feb. & Aug.	Boston.	1878	95	Swedesboro (W. Jer.):						
Sand. Mansfield & Newark (H. & O.):							1st Mortgage, guaranteed.....	171,000	6	"	Camden.	....	....
1st Mortgage guar. by B. & O....	2,307,000	7	Jan. & July.	Baltimore.	1909	....	Syracuse, Bing. & N.Y. (D.L. & W.):						
Easton & Whitehall (R. & S.):							1st Mortgage.....	1,695,825	7	April & Oct.	New York.	1877	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Tebow and Neshoba (M. K. & T.):						
Savannah, Griffin & North Ala.:							1st Mort. assumed by M.K. & T.	2,000,000	7*	June & Dec.	New York.	1903	....
1st Mort. Jan. 1, 1871, on 44 m.	150,000	7	Jan. & July.	New York.	....	....	Terre Haute & Indianapolis:						



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
<b>Tioga:</b>							<b>Western Union (M. &amp; St. P.):</b>						
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	....	1st Mortgage for \$5,000,000.....	\$3,275,000	7	Feb. & Aug.	New York.	1896	....
<b>Toledo, Peoria and Warsaw:</b>							<b>West Jersey:</b>						
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	95	Loan of Mar. 1861, guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	91	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	94
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	84	Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	101
Equipment sinking fund.....	94,000	8	Jan. & July.	"	1879	....	<b>West Shore Hudson River:</b>						
Consolidated Bond Class A.....	1,406,000	7	May & Nov.	"	1911	....	1st Mortgage.....	676,300	7	— & —	New York.	....	....
<b>Toledo, Wabash and Western:</b>							<b>West Wisconsin:</b>						
1st Mort. (Tol. & Ill. 75 m.)....	900,000	7	Feb. & Aug.	New York.	1890	97	1st M. L. G., stg. conv. £800,000.	4,000,000	7	Jan. & July.	N.Y. or Lond.	1885	....
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	....	Wicomico and Pocomoke.....						
2d Mort. (Tol. & Wabash 75 m.)....	1,000,000	7	May & Nov.	"	1878	93	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia.	1888	....
2d Mort. (Wab. & West. 167 m.)....	1,500,000	7	"	"	1871	....	Williamston and Tarboro'.....						
Equipm't Bonds (T. & W. 75m.)....	600,000	7	"	"	1883	88	1st Mortgage coupon.....	350,000	8	May & Nov.	New York.	1900	....
Consol. M. (T. W. & W. 500 m.)....	2,700,000	7	F. M. A. & N.	"	1907	93	Wilm., Charlotte & Rutherford.....						
Decatur & East St. Louis 109 m.	2,700,000	7	"	"	1900	92	1st mortgage.....	1,000,000	8	Jan. & July.	New York.	'87-'97	....
<b>Troy and Boston:</b>							1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	'87-'97	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Wilmington and Reading.....						
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.	1900	97
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	2d Mortgage.....	262,200	7	Jan. & July.	"	1902	....
Convertible Bonds.....	645,000	7	"	"	1882	....	Wilmington and Weldon.....						
<b>Troy, Salem &amp; Rutland (R. &amp; Sar.):</b>							Sterling Loan.....	676,888	6	Jan. & July.	London.	1881	....
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	....	Sterling Loan.....	197,777	7	May & Nov.	"	1886	....
<b>Troy Union:</b>							Sinking Fund Bonds.....	710,000	7	Jan. & July.	New York.	1896	96
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Winona & St. Peter (C. & N. W.):						
2d Mortgage, guaranteed.....	360,000	6	"	"	1878	....	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	....	80
<b>Union Pacific:</b>							2d Mortgage.....	12,000pm	7	May & Nov.	"	....	....
1st Mortgage, tax free.....	27,237,000	6	Jan. & July.	N.Y. & Boston	'95-'99	92							
1st Mort. L. G. (12,000,000 acres)	9,584,000	7	April & Oct.	Boston.	1889	82							
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	87							
2d Mortgage (U. S. subsidy).....	27,236,512	6	Jan. & July.	N.Y. & Boston	'95-'99	....							
<b>Union Pacific—Central Branch:</b>													
1st Mortgage.....	1,600,000	6	May & Nov.	New York.	1895	....							
2d Mortgage (U. S. subsidy).....	1,600,000	6	Jan. & July.	"	1895	....							
<b>Union Pacific, E. D. (see R. Pac.):</b>													
1st Mortgage, S. Br. (M. K. & T.):	4,145,000	6	Jan. & July.	New York.	1899	....							
1st M. R. R. 342m. & 1,300,000 acres													
Union and Titusville.....	500,000	7	Jan. & July.	Philadelphia.	1890	....							
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1878	....							
<b>Utica and Black River:</b>													
1st Mortgage, July 1898.....	150,000	7	Jan. & July.	New York.	1878	....							
<b>Vermont Central:</b>													
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	81							
2d Mortgage.....	1,500,000	7	"	"	1891	34							
Equip. Loans of 1866-'67.....	1,000,000	8	May & Nov.	"	'76-'77	98							
Equip. Loans of 1867.....	1,000,000	8	"	"	1889	92							
Stanstead, Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	82							
Guar. Stock (Vt. & Ca.).....	2,000,000	8	June & Dec.	"	....	100							
<b>Vermont and Massachusetts:</b>													
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	92							
Convertible tax free, bonds.....	200,000	7	"	"	1879	100							
<b>Vermont Valley (Vt. Central):</b>													
1st Mortgage.....	286,000	7	April & Oct.	New York.	1860	....							
1st Mortgage.....	114,000	6	"	Boston.	1880	....							
1st Mortgage.....	298,200	7	"	New York.	1869	....							
<b>Vicksburg and Meridian:</b>													
General Mort., 1st series (red)....	722,500	7	Jan. & July.	Philadelphia.	1890	....							
" " 2d series (blue).....	1,500,000	7	"	"	1890	....							
" " 3d series (black).....	154,000	7	"	"	1890	....							
" " (not endorsed).....	1,273,000	7	April & Oct.	"	1890	....							
Special Loan.....	225,438	8	Jan. & July.	"	1880	....							
<b>Vineyard:</b>													
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	....							
<b>Virginia &amp; Tennessee (A.M. &amp; O.):</b>													
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	93							
2d Mortgage.....	4,000	6	"	"	1869	79							
3d Mortgage.....	990,000	6	"	"	1884	....							
Income Mortgage.....	113,000	6	"	"	1866	....							
4th Mortgage.....	846,000	8	"	"	1900	88							
Registered Certificates.....	116,129	8	"	Richmond.	1890	....							
Interest Funding Bonds.....	204,200	8	"	New York.	1880	....							
<b>Walkill Valley (20,000 per mile):</b>													
1st Mortgage.....	350,000	7	April & Oct.	New York.	1910	....							
<b>Ware River (N. &amp; N.):</b>													
1st Mortgage for \$1,000,000.....	239,300	7	Jan. & July.	Boston.	1890	....							
<b>Warren (D. L. &amp; W.):</b>													
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....							
<b>Warwick Valley (Erie):</b>													
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....							
<b>Washington and Ohio:</b>													
1st Mortgage 1868 for \$8,000,000.	....	7	May & Nov.	New York.	1898	....							
<b>Watertown &amp; Rome (R. W. &amp; O.):</b>													
2d Mortgage.....	3,000	7	March & Sept.	New York.	1871	....							
Sinking Fund.....	796,900	7	"	"	1880	....							
<b>Westchester and Philadelphia:</b>													
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	98							
3d Mortgage (8s compromised)....	557,400	6	April & Oct.	"	1878	....							
<b>Western Alabama:</b>													
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900	....							
1st Mortgage (before consol.)....	850,000	8	"	"	1888	....							
1st Mortgage (M. & W. Point R. R.)	750,000	8	Jan. & July.	"	1881	....							
<b>Western (B. &amp; Albany):</b>													
Sterling Bonds.....	1,619,520	5	April & Oct.	London.	1871	....							
Albany Loan (A. & W. Stockb'dge)	600,000	6	Jan. & July.	Boston.	1876	....							
Dollar Bonds.....	753,500	6	April & Oct.	"	1876	97							
<b>Western Maryland:</b>													
1st Mortgage.....	600,000	6	Jan. & July.	Baltimore.	1890	87							
2d Mortgage preferred.....	600,000	6	"	"	1890	76							
Bonds endorsed by Balt.....	600,000	6	"	"	1890	95							
Bonds (July 1, 1870) endor. by B.	1,400,000	6	"	"	1890	95							
<b>Western North Carolina (E. D.):</b>													
1st Mortgage, Mar. 1, 1870.....	1,400,000	8	Jan. & July.	New York.	1890	....							
<b>Western Pennsylvania (Penn.):</b>													
1st Mortgage, (E. Div.) guar.....	800,000	6	April & Oct.	Philadelphia.	1893	83							
1st Mortgage (Pittsb. Div.) guar.	1,000,000	6	Jan. & July.	"	1896	....							
							<b>MISCELLANEOUS.</b>						
							<b>American Dock &amp; Improvement:</b>						
							1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98
							Consolidated (Md.) Coal:						
							1st Mortgage, convertible.....	750,000	7	Jan. & July.	New York.	1885	....
							Pennsylvania Coal:						
							1st Mortgage.....	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
							Long Dock:						
							Mortgage Bonds, guaranteed ...	2,500,000	7	June & Dec.	New York.	1872	97
							Mariposa:						
							1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	18—	....
							2d Mortgage.....	2,000,000	7	April & Oct.	"	1881	....
							Quicksilver:						
							1st Mortgage.....	500,000	7	June & Dec.	New York.	1873	....
							2d Mortgage.....	1,000,000	7	Jan. & July.	"	1873	....
							<b>Western Union:</b>						
							1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
							2d Mortgage.....	89,500	7	Jan. & July.	"	1873	....

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in a "L."

Years ending	Railroad			Rolling Stock			Companies	Property and Assets			Liabilities			Operations			Earnings			Value of Shares				
	Main Line	Branch Line	2d Track and Sidings	Engines	Pass.	Freight.		Railroad	Rolling Stock	Assets	Accounts and Cash	Stocks	Bonds	Accounts	Surplus Income	Railroad Operated	Trains Moved	Passengers	Freight	Gross	Net	Dividends	Market.	
Sept. 30, 1870	60.0	—	1.0	125.0	3	3	56	Adirondack	2,851,018	—	—	—	—	—	—	60.0	31,188	408,771	635,940	67,824	18,116	—	100	
May 31, 1871	296.0	—	14.8	—	20	20	400	Alabama and Chattanooga	1,500,000	—	—	—	—	—	—	296.0	—	—	—	—	—	—	100	
Sept. 30, 1870	182.0	22.0	12.8	—	21	21	273	Albany and Susquehanna	1,758,572	—	—	—	—	—	—	182.0	—	—	—	—	—	—	100	
Jan. 31, 1871	322.0	—	7.9	112.0	28	28	1,502	Allegheny Valley	1,294,814	682,644	—	—	—	—	—	322.0	—	—	—	—	—	—	100	
June 30, 1870	38.5	5.0	0.7	—	2	2	124	Androscooggin	800,000	—	—	—	—	—	—	38.5	—	—	—	—	—	—	100	
Dec. 31, 1871	23.0	—	1.8	—	6	6	22	Annapolis and Elkridge	445,000	—	—	—	—	—	—	23.0	—	—	—	—	—	—	100	
Mar. 31, 1871	23.0	—	1.8	—	6	6	106	Ansueton	500,000	—	—	—	—	—	—	23.0	—	—	—	—	—	—	100	
Dec. 31, 1870	86.7	—	17.0	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	86.7	—	—	—	—	—	—	100	
May 31, 1871	86.7	—	17.0	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	86.7	—	—	—	—	—	—	100	
Dec. 31, 1870	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
May 31, 1871	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
Dec. 31, 1870	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
May 31, 1871	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
Dec. 31, 1870	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
May 31, 1871	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
Dec. 31, 1870	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
May 31, 1871	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
Dec. 31, 1870	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
May 31, 1871	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
Dec. 31, 1870	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
May 31, 1871	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
Dec. 31, 1870	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
May 31, 1871	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
Dec. 31, 1870	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
May 31, 1871	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
Dec. 31, 1870	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
May 31, 1871	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
Dec. 31, 1870	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
May 31, 1871	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
Dec. 31, 1870	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
May 31, 1871	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
Dec. 31, 1870	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
May 31, 1871	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
Dec. 31, 1870	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
May 31, 1871	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
Dec. 31, 1870	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
May 31, 1871	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
Dec. 31, 1870	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
May 31, 1871	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
Dec. 31, 1870	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
May 31, 1871	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
Dec. 31, 1870	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
May 31, 1871	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
Dec. 31, 1870	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
May 31, 1871	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
Dec. 31, 1870	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
May 31, 1871	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
Dec. 31, 1870	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
May 31, 1871	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
Dec. 31, 1870	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
May 31, 1871	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
Dec. 31, 1870	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
May 31, 1871	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
Dec. 31, 1870	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
May 31, 1871	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
Dec. 31, 1870	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
May 31, 1871	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
Dec. 31, 1870	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
May 31, 1871	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
Dec. 31, 1870	107.0	—	18.3	—	6	6	106	Atlanta and West Point	1,300,120	—	—	—	—	—	—	107.0	—	—	—	—	—	—	100	
May 31, 1871	107.0	—	18.3	—	6																			



[illegible]

**RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

**By asterisk (\*)** occurring in the column headed "Rolling Stock," signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "all," and running dots (....) signify "not ascertainable."

**Land Grant Railroads** are printed in "Italics." State-aid Railroads are distinguished by a "s."

Abstract of General Balance Sheet.										Value of Shares.	
Property and Assets.				Liabilities.				Earnings.		Operations.	
Rolling Stock.				Accounts and Cash.				Trains Moved.		Carried one mile.	
Railroad.				Stocks.				Passengers.		Freight.	
Assets.				Bonds.				M.		Tons.	
Accounts and Cash.				Surplus Income.				M.		Gross.	
Dividends.				Accounts.				M.		Net.	
Par.				Bonds.				M.		Net.	
P.C.				Surplus Income.				M.		Net.	
Aug. 31, 1870	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Sept. 30, 1870	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Oct. 31, 1870	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Nov. 30, 1870	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Dec. 31, 1870	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Jan. 31, 1871	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Feb. 28, 1871	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Mar. 31, 1871	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Apr. 30, 1871	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
May 31, 1871	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Jun. 30, 1871	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Jul. 31, 1871	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Aug. 31, 1871	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Sept. 30, 1871	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Oct. 31, 1871	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Nov. 30, 1871	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Dec. 31, 1871	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Jan. 31, 1872	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Feb. 28, 1872	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Mar. 31, 1872	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Apr. 30, 1872	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
May 31, 1872	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Jun. 30, 1872	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Jul. 31, 1872	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Aug. 31, 1872	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Sept. 30, 1872	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Oct. 31, 1872	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Nov. 30, 1872	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Dec. 31, 1872	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Jan. 31, 1873	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Feb. 28, 1873	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Mar. 31, 1873	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Apr. 30, 1873	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
May 31, 1873	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Jun. 30, 1873	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Jul. 31, 1873	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Aug. 31, 1873	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Sept. 30, 1873	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Oct. 31, 1873	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Nov. 30, 1873	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Dec. 31, 1873	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Jan. 31, 1874	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Feb. 28, 1874	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Mar. 31, 1874	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Apr. 30, 1874	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
May 31, 1874	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Jun. 30, 1874	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Jul. 31, 1874	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Aug. 31, 1874	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Sept. 30, 1874	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Oct. 31, 1874	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Nov. 30, 1874	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Dec. 31, 1874	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Jan. 31, 1875	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Feb. 28, 1875	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Mar. 31, 1875	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Apr. 30, 1875	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
May 31, 1875	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Jun. 30, 1875	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Jul. 31, 1875	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Aug. 31, 1875	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Sept. 30, 1875	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Oct. 31, 1875	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Nov. 30, 1875	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00
Dec. 31, 1875	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	101,180.00	



[illegible]





[illegible]

## REFERRED &amp; GUARANTEED STOCKS

(Marked with an asterisk (\*) are guaranteed by leases and thus (†) have equal dividends with lessee's stock.)

COMPANIES.	Amount outstanding.	Div'ds	Rate.	Paid.	Market Price.
<b>RAILROAD STOCKS:</b>					
Atlantic & Gt. West'n (O. D.), pref.	\$1,919,000	7	...	...	...
Atlantic & St. Lawrence* guar.	2,494,000	4	...	...	...
Baltimore and Ohio, pref.	3,000,000	150	...	...	...
Berkshire,* guaranteed	900,000	...	...	...	...
Blossburg and Corning,* guar.	250,000	...	...	...	...
Boston, Concord and Montreal, pref.	1,540,000	...	...	...	...
Buffalo, N. York and Erie,* guar.	960,000	...	...	...	...
Camden and Atlantic, pref.	753,595	...	...	...	...
Catawissa,* pref. and guar.	2,300,000	...	...	...	...
Cayuga and Susquehanna,* guar.	589,110	...	...	...	...
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	...	...	...	...
Central Ohio, preferred	400,000	...	...	...	...
Chemung,* guar.	380,000	...	...	...	...
Cheshire, preferred	2,017,515	...	...	...	...
Chicago and Alton, pref.	2,425,400	...	...	...	...
Chicago, Iowa and Nebraska,* guar.	2,300,000	...	...	...	...
Chicago and Northwestern, pref.	20,370,293	...	...	...	...
Cleveland and Mahoning,* guar.	2,056,000	...	...	...	...
Cleveland and Toledo,* guar.	6,250,000	...	...	...	...
Cocheco, preferred	177,750	...	...	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	...	...	...	...
Cumberland Valley, 1st pref.	241,900	...	...	...	...
"    2d pref.	243,000	...	...	...	...
Delaware,* guaranteed	594,261	...	...	...	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	...	...	...	...
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	...	...	...	...
Dubuque Southwestern, pref.	330,308	...	...	...	...
Eastern (N. H.),* guaranteed	492,500	...	...	...	...
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	...	...	...	...
Elmira and Williamsport,* guar.	500,000	...	...	...	...
Elmira and Williamsport,* preferred and guaranteed	500,000	...	...	...	...
Erie, preferred	8,638,910	...	...	...	...
Evansville and Crawfordsville, pref.	100,000	...	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	...	...
Harrisburg and Lancaster,* guar.	1,182,550	...	...	...	...
Houstonian, preferred	1,180,000	...	...	...	...
Huntingdon & Broad Top Mountain, preferred	190,750	...	...	...	...
Joliet and Chicago,* guar.	1,600,000	...	...	...	...
Joliet and Northern Indiana,* guar.	300,000	...	...	...	...
Lackawanna and Bloomsburg, pref.	600,000	...	...	...	...
Leds and Farmington,* guar.	2,646,100	...	...	...	...
Little Schuylkill,* guar.	848,700	...	...	...	...
Louisville, Cincinnati and Lexington, preferred	6,586,135	...	...	...	...
Marietta and Cincinnati, 1st pref.	4,051,744	...	...	...	...
"    2d pref.	1,000,000	...	...	...	...
Manchester and Lawrence*	586,800	...	...	...	...
Michigan Southern, guaranteed	328,375	...	...	...	...
Mill Creek and Mine Hill,* guar.	9,744,268	...	...	...	...
Milwaukee and St. Paul, preferred	3,775,000	...	...	...	...
Mine Hill and Schuylkill Haven,* guaranteed	282,250	...	...	...	...
Mount Carbon & Pt. Carbon,* guar.	1,344,000	...	...	...	...
New Haven and Northampton*	1,500,000	...	...	...	...
New York and Harlem, pref.	1,000,000	...	...	...	...
Niagara Bridge and Canandaigua,* guar.	155,000	...	...	...	...
North Eastern (S. C.), preferred	1,037,000	...	...	...	...
Ogdensburg and L. Champlain, pref.	3,500,000	...	...	...	...
Ohio and Mississippi, pref.	600,000	...	...	...	...
Patonson and Hudson,* guar.	248,000	...	...	...	...
Patonson and Ramapo,* guar.	1,500,000	...	...	...	...
Peoria and Bureau Valley,* guar.	5,995,700	...	...	...	...
Philadelphia and Erie,* guar.	1,571,900	...	...	...	...
Philadelphia and Reading, pref.	1,099,720	...	...	...	...
Philadelphia and Trenton,* guar.	450,000	...	...	...	...
Pittsfield and North Adams,* guar.	202,000	...	...	...	...
Portl. & Kennebec (Yarmouth) guar.	1,500,000	...	...	...	...
Portland, Sag. & Portsmouth,* guar.	350,000	...	...	...	...
Portsmouth and Concord*	142,900	...	...	...	...
Richmond, Frederickb. & Potomac, guaranteed	557,560	...	...	...	...
Rochester and Genesee Valley*	2,040,000	...	...	...	...
Rutland, preferred	445,596	...	...	...	...
St. Louis, Alton and T. H., pref.	876,800	...	...	...	...
Sandusky and Cincinnati, pref.	869,450	...	...	...	...
Schuylkill Valley,* guar.	1,700,000	...	...	...	...
Shamokin Valley & Pottsville,* guar.	1,300,000	...	...	...	...
Tol. Peoria & Warsaw 1st pref.	1,000,000	...	...	...	...
"    2d pref.	274,000	...	...	...	...
Toledo, Wabash and Western, pref.	2,400,000	...	...	...	...
Troy and Greenbush,* guar.	1,408,300	...	...	...	...
Vermont and Canada,* guar.	300,000	...	...	...	...
Warren,* guar.	317,050	...	...	...	...
White Mountains,* guar.	...	...	...	...	...
Wrightv. York & Gettysburg,* pref.	...	...	...	...	...

<b>CANAL STOCKS:</b>					
Delaware Division,* guar.	1,633,350	...	...	...	...
Morris, preferred	1,175,000	...	...	...	...
Schuylkill Navigation, pref.	2,888,997	...	...	...	...
Union, preferred	...	...	...	...	...

<b>MISCELLANEOUS STOCKS:</b>					
Cumberland Coal, pref.	6,774,400	...	...	...	...
Mariposa Mining, pref.	...	...	...	...	...

## WHOLESALE PRICE CURRENT.

<b>IRON—DUTY:</b> Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, \$6; Scrap Wrought, \$8 per ton.		
Pig, Scotch, No. 1.....	per ton 49 @	55 —
Pig, American, No. 1.....	48 @	57 —
Pig, American, No. 2.....	48 @	50 —
Pig, American, Forge.....	46 @	48 —
Bar, Refined, English and American.....		@ 105 —
Bar, Swedes, assorted sizes.....	(gold) 85 @	100 —
<b>STORE PRICES.</b>		
Bar, Swedes.....	125 @	135 —
Bar, Refined, 1 to 2 in. rd. & sq.—1 to 6 in. x 1 to 1 in.....	110 @	— —
Bar, Refined, 1½ to 6 by 1 & 5-16 & 2½ to 2½ rd. & sq.....	115 @	— —
Bar, Refined, 1 & 1½ by 1 & 5-16.....	117 50 @	— —
Large Round.....	122 50 @	127 50
Scroll.....	122 50 @	152 50
Ovals and Half-round.....	127 50 @	137 50
Band.....		@ 122 50
Horse Shoe.....	120 @	130 —
Rods, 1½-16 inch.....	115 @	155 —
Hoop.....	135 @	177 50
Nail Rod.....	per lb.	@ — 8
Sheet, Russia, as to assortment.....	(gold)	@ — 18½
Sheet, Single D. and T. Common.....	64 @	— 7½
Sheet, Doubles and Trebles, Charcoal.....	71 @	— 8½
Sheet, Galvanized.....	List 15	per ctdisc.
Rails, English.....	(gold)..... per ton 75 @	77 —
Rails, American, at Works in Penna., c'y 83 @	85 —	
Anvils, (Eagle).....	per lb currency.	@ 9 @ —
<b>STEEL—DUTY:</b> Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11½ cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)		
English, Cast, (2d and 1st quality).....	per lb. — 16½ @	— 18½
English Spring (2d and 1st quality).....	71 @	— 10½
English Blister (2d and 1st quality).....	10½ @	— 17½
English Machinery.....	11½ @	— 13½
English German (2d and 1st quality).....	10½ @	— 12
American Blister.....		@ — 12
American, Cast, Tool.....	15 @	— 16
American, Spring.....	9 @	— 11
American Machinery.....	10 @	— 10½
American German.....	9 @	— 11
<b>NAILS—DUTY:</b> Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)		
Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per 100 lb. ....	— @	5 75
Cut, 8d. and 9d.....	— @	6 —
Cut, 6d. and 7d.....	— @	6 25
Cut, 4d. and 5d.....	— @	6 50
Cut, 3d.....	— @	7 25
Cut, 2d and 3d. Fine.....	— @	8 —
Cut Spikes, all sizes.....	— @	6 —
Cut, Finishing, Casing, Box, &c., 10d to 3d.....	6 25 @	7 75
Clinch, Kegs.....	7 25 @	7 75
Horse Shoe, Forged (No. 10 to 5).....	per lb. — 21 @	— 33
Copper.....	— @	51 —
Yellow Metal.....	— 30 @	— 32
<b>TIN—DUTY:</b> Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent; Roofing, 25 per cent. ad val.		
Banca.....	(gold) per lb.	@ 48 @ — 50
Strait.....	(gold).....	@ 40 @ — 41
English.....	(gold).....	@ 40 @ — 41
Plates—Fair to good brands.....	(gold).....	@ 40 @ — 41
I. C. Charcoal.....	per box 14 @	14 50 15 50 @ 16 —
I. C. Coke.....	12 50 @	13 50 14 — @ 15 —
Coke Terne.....	10 75 @	12 25 12 — @ 12 50
Charcoal Terne.....	12 50 @	13 — 14 — @ 14 75
<b>PETROLEUM—DUTY:</b> Crude, 20 cents; Refined 40 cents per gallon.		
Crude, 40 @ 48 gravity (in bulk).....	— 13 @	— —
Crude, 40 @ 47 gravity (in shipping order).....	16½ @	— 17
Refined, Standard White (in ship'g order).....	22½ @	— 22½
Refined, S. W. (in jobbing lots).....	— @	22½
Refined, S. W. (in tin).....	28½ @	— 28½
Naptha, Refined, (65 @ 73 gravity).....	11½ @	— 12
Residuum.....	per bbl. 4 @	— 6
<b>COPPER—DUTY:</b> Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.		
<b>ALL CASH.</b>		
Copper, New Sheathing, (over 12 oz.) per lb. ....	— @	46
Copper, Bolts.....	— @	43
Copper, Braziers (over 16 oz.).....	— @	48
Copper, Nails.....	— @	51
Copper, Old Sheathing, &c., mixed lots.....	— @	—
Copper, Chile Pig.....	33 @	— 35
Copper, American Ingot.....	41 @	— 42
Yellow Metal, New Sheathing and Bronze.....	— @	30
Yellow Metal, Bolts.....	— @	32
Yellow Metal, Nails.....	— 30 @	— 32
<b>LEAD—DUTY:</b> Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.		
Spanish.....	(gold) per 100 lb. 6 37½ @	6 50
German.....	(gold) 6 37½ @	6 50
English.....	(gold) 6 37½ @	7 —
Bar.....	84 @	—
Pipe.....	— @	10
Sheet.....	— @	10
Colwells, Shaw & Willard Tin-Lined Lead Pipe 15c. pr. lb.		
<b>COAL—DUTY:</b> Bituminous, \$1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.		
Newcastle Gas.....	per ton of 2240 lb. — @	8 —
Liverpool Gas Cannel.....	— @	12
Liverpool House Cannel.....	— @	16
Anthracite.....	per ton of 2,000 lb. @	6 —

## New York Stock Exchange.

Actual Sale Prices for the week ending May 1.

Th. 26. F. 26. Sat. 27. M. 29. Tu. 30. W. 1						
Canton Co.....	95½	103½	103½	106	103	102½
Central Pacific 6a.....	103	110	110	110	110	110
Central of N. Jersey.....	110½	110	110	110	110	110
Chicago & Alton.....	119	118	118	118	118	121
"    pref.....	.....	.....	.....	.....	.....	.....
"    1 M.....	.....	.....	.....	.....	.....	.....
"    S. F.....	.....	.....	.....	.....	.....	.....
"    Inc. bds.....	96	96	96	96	96	96
Chicago, Burl. & Q.....	133	133	133	133	133	133
"    8a, 1883.....	.....	.....	.....	.....	.....	.....
Chic. & Northwestern.....	81½	80½	80½	79½	79½	79½
"    pref.....	95	95	95	95	95	95
"    1st M.....	.....	.....	.....	.....	.....	.....
"    S. F.....	102	102	102	102	102	102
"    Consol.....	.....	.....	.....	.....	.....	.....
Chic. Rock Isl. & Pac. 113½	113½	114	114	116	115½	115½
Chl. R. I. & Pa. 7a, 1896, 102½	102½	102½	102½	102	102	102½
Clev. Col. C. and Ind. 93	92½	92½	92	92	92	92½
Clev. & Pittsburg guar. 93	93	93	92½	93½	93½	92½
"    2 M.....	.....	.....	.....	.....	.....	.....
"    3 M.....	.....	.....	.....	.....	.....	.....
"    4 M.....	.....	.....	.....	.....	.....	.....
Clev. and Toledo.....	.....	.....	.....	.....	.....	.....
"    S. F. 7a.....	.....	.....	.....	.....	.....	.....
Col. Chl. & Ind. C. 35½	35½	38½	40½	40½	38½	38½
"    1 M.....	89½	90	90	90	90	90
"    2 M.....	18½	78	78	78	78	78
Del. & Hudson Canal.....	120	.....	.....	120½	120½	120½
Del. Lack. & Western.....	108½	108½	109	108½	108½	108½
"    1 M. 7a.....	.....	.....	.....	.....	.....	.....
"    2 M. 7a.....	97	97	97	97	97	97
Dubuque & Sioux City.....	69½	70½	69½	68½	68½	68½
Erie Railway.....	83½	84½	84	84	84	84
"    pref.....	.....	.....	.....	.....	.....	.....
"    1 M. 7a, 1897.....	.....	.....	.....	.....	.....	.....
"    2 M. 7a, 1879.....	.....	.....	.....	99	99	99
"    3 M. 7a, 1883.....	.....	.....	.....	96½	96½	96½
"    4 M. 7a, 1880.....	.....	.....	.....	.....	.....	.....
"    5 M. 7a, 1888.....	.....	.....	.....	.....	.....	.....
Great Western 2d mort.....	92½	92½	92½	92½	92½	92½
Hannibal & St. Joseph.....	44½	45	44	44½	44	44
"    pref.....	91½	91½	91½	91½	91½	91½
"    8a, conv. 91½	91½	91½	91½	91½	91½	91½
Hudson River.....	.....	.....	.....	106½	106½	106½
"    2 M. S. F.....	.....	.....	.....	.....	.....	.....
"    3 M. 7a, 1875.....	.....	.....	.....	.....	.....	.....
Illinois Central.....	.....	.....	.....	.....	.....	.....
"    bonds.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. 8th. 97½	96½	97½	97½	97½	97½	96½
Lake Shore Div. bonds.....	.....	.....	.....	.....	.....	.....
Marietta & Cin. 1st pref. 26	28	28	28½	30	30	30
"    2d pref.....	14	14	14	14	14	14
Michigan Central.....	115½	115½	115½	115½	115½	115½
"    S. F. 8a, 1882.....	.....	.....	.....	.....	.....	.....
M. S. and N. I. 1 M. S. F.....	102½	102½	102½	101½	101½	101½
"    2 M.....	.....	.....	.....	.....	.....	.....
Mariposa Mining Co.....	3½	3½	3½	3½	3½	3½
"    pref.....	.....	.....	.....	.....	.....	.....
Milw. and St. Paul.....	61½	62	61½	61½	61½	61½
"    pref.....	81	81	81	81	81	81
"    1st mort.....	94½	94½	94½	94½	94½	94½
"    2d mort.....	.....	.....	.....	.....	.....	.....
"    8a.....	108	107	107½	108	108	108
"    7 3-10a con.....	.....	97	97	97	97	97
Missouri 6a.....	96	96½	96	96	96	96
"    H. & St. J. las.....	.....	94	94	94	94	94
Morris and Essex.....	95	95	94	95	95	95
"    1st mort.....	106½	106½	106½	106½	106½	106½
"    2d mort.....	.....	.....	.....	.....	.....	.....
New York Central.....	101½	101½	101½	101½	101½	101½
"    7a, S. F. 1876.....	.....	.....	.....	.....	.....	.....
"    6a, S. F. 1883.....	.....	.....	96	.....	.....	.....
"    6a, S. F. 1887.....	.....	.....	.....	.....	.....	.....
N. Y. Cen. & Hud. Riv. 90½	99	99½	100	100½	100½	99½
"    certificates. 93½	92½	93	93½	93½	93½	92½
N. York and Harlem.....	129½	129	130	129	129	129½
"    pref.....	103½	103½	104	104	104	104
N. Carolina 6a, old.....	.....	.....	.....	.....	.....	.....
"    new.....	.....	.....	.....	.....	.....	.....
Ohio and Miss.....	49½	49	49½	51	50½	49½
"    pref.....	77	78	78	79	79	79
"    1st M.....	.....	.....	.....	.....	.....	.....
Pacific Mail S. S. Co.....	72½	72½	73½	75½	75½	75½
Panama.....	111	110½	112½	113	110	110
Phila. and Reading.....	.....	.....	.....	.....	.....	.....
Pitts., Ft. W. & Chi. gtd. 97½	97½	97½	97½	97½	97½	97½
"    1 M.....	.....	.....	.....	.....	.....	.....
"    2 M.....	.....	.....	.....	102	102	102
"    3 M.....	.....	.....	.....	.....	.....	.....
Quicksilver Mining Co. 42½	43	43	44½	44½	42½	42½
St. L., Alton & T. H.....	.....	.....	.....	.....	.....	.....
"    pref.....	.....	.....	.....	.....	.....	.....
"    1 M.....	.....	.....	.....	.....	.....	.....
"    2 M. pref.....	.....	.....	.....	.....	.....	89
"    Income bds.....	.....	.....	.....	84	84	84
Tennessee 6a, old.....	70	70	69½	70	70	70
"    new.....	69½	70½	70	70	70	70
Tol., Wab. & Western. 78½	78½	78½	78½	77½	77½	77½
"    pref.....	.....	.....	.....	.....	.....	.....
"    1 M.....	.....	.....	97½	.....	.....	.....
"    2 M.....	.....	.....	.....	.....	.....	93½
"    Equipment.....	88½	88½	88½	88½	88½	88½
"    St. Lou. Div.....	.....	92	92	92	92	92
Union Pacific.....	40	39½	40½	41	41	39
"    1st mort.....	93	92½	92½	92½	92½	92½
"    L. G. 7a.....	82	82	81	81	81	81
"    Inc. 10a.....	86½	86½	87½	87½	87½	87½
Virginia 6a, old.....	.....	.....	.....	.....	.....	.....
"    new.....	.....	.....	.....	.....	.....	.....
"    consol.....	62½	62½	62½	63	63	63
"    def. cert.....	.....	.....	.....	.....	.....	.....



## New York Stock Exchange.

Actual Sale Prices for the week ending May 1.

Th.25. F.26. Sat.27. M.29. Tu.30. W.1

## FEDERAL STOCKS:—

U. S. 5s, 1874, reg.	110	110	110	110	110
U. S. 5s, 1874, coup.	110	110	110	110	110
U. S. 5s, 10-40s, reg.	110	110	110	110	110
U. S. 5s, 10-40s, coup.	110	110	110	110	110
U. S. 5s, 1881, reg.	111	111	111	111	111
U. S. 5s, 1881, coup.	111	111	111	111	111
U. S. 5s, 1881, reg.	111	111	111	111	111
U. S. 5s, 1881, coup.	111	111	111	111	111
U. S. 5s, '81, O.W.L.	111	111	111	111	111
U. S. 5s, 5-20s, reg. '62.	111	111	111	111	111
U. S. 5s, 5-20s, c. 1862.	111	111	111	111	111
U. S. 5s, 5-20s, reg. '64.	111	111	111	111	111
U. S. 5s, 5-20s, c. 1864.	111	111	111	111	111
U. S. 5s, 5-20s, reg. '65.	111	111	111	111	111
U. S. 5s, 5-20s, c. 1865.	111	111	111	111	111
U. S. 5s, 5-20s, r. n. '65.	111	111	111	111	111
U. S. 5s, 5-20s, c. n. '65.	111	111	111	111	111
U. S. 5s, 5-20s, reg. '67.	111	111	111	111	111
U. S. 5s, 5-20s, c. 1867.	111	111	111	111	111
U. S. 5s, 5-20s, reg. '68.	111	111	111	111	111
U. S. 5s, 5-20s, c. '68.	111	111	111	111	111
U. S. 5s, Pac.R.R. issue.	111	111	111	111	111

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apr. 30.

W.24. Th.25. F.26. Sat.27. M.29. Tu.30

Atawissa preferred	47	43	43	43	43
Camden and Amboy	125	125	125	125	125
.. 6s, 1875	125	125	125	125	125
.. 6s, 1883	92	92	92	92	92
.. 6s, 1889	92	92	92	92	92
.. mort. 6s, '89	97	97	97	97	97
Elmira & Williamsport	97	97	97	97	97
.. pref.	97	97	97	97	97
.. 7s	97	97	97	97	97
Lehigh Navigation	47	47	46	46	46
.. 6s, 1884	90	90	90	90	90
.. Gold L.	94	94	94	94	94
.. R. R. L.	94	94	94	94	94
.. Conv. L.	94	94	94	94	94
Lehigh Valley R.R.	58	58	58	58	58
.. 6s new coup.	96	96	96	96	96
.. 6s new reg.	96	96	96	96	96
Little Schuylkill R.R.	47	47	47	47	47
.. 7s	53	53	53	53	53
Minehill	53	53	53	53	53
Morris Canal	48	48	48	48	48
.. pref.	123	123	123	123	123
North Pennsylvania	50	50	50	50	50
.. 6s, 1880	98	98	98	98	98
.. 7s	97	97	97	97	97
.. 10s, 1887	110	110	110	110	110
Northern Central	40	40	40	40	40
Oil Creek & Alleg. Riv.	42	42	42	42	42
.. 7s	83	83	83	83	83
Pennsylvania R.R.	61	61	61	61	61
.. 1st M.	100	100	100	100	100
.. 2d M.	97	97	97	97	97
.. Gen. mort.	93	93	93	93	93
.. reg.	93	93	93	93	93
Penn. State, 6s, 1st series	104	104	104	104	104
.. 6s, 2d series	104	104	104	104	104
.. 6s, 3d series	107	107	107	107	107
Philadelphia City, 6s	98	98	98	98	98
.. new	101	101	101	101	101
Philad. Germ. & Nor.	87	87	87	87	87
Phila. & Reading	59	59	59	59	59
Philadelphia and Erie	28	28	28	28	28
.. 6s	89	89	89	89	89
.. 7s	89	89	89	89	89
Phila. Wilm. & Balt.	57	57	57	57	57
Schuylkill Navigation	15	15	15	15	15
.. pref.	15	15	15	15	15
.. 6s, 1882	80	80	80	80	80
.. 6s, 1876	80	80	80	80	80
.. 6s, 1872	80	80	80	80	80
Heatonville, (Horse)	21	21	21	21	21
Chestnut & Wal.	21	21	21	21	21
Green & Coates	21	21	21	21	21
2d and 3d streets	21	21	21	21	21
Spruce and Pine	21	21	21	21	21
13th and 15th sts.	21	21	21	21	21

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apr. 30.

W.24. Th.25. F.26. Sat.27. M.29. Tu.30

Baltimore City 6s, 1875	98	98	98	98	98
.. 1880	98	98	98	98	98
.. 1884	98	98	98	98	98
.. 1900	98	98	98	98	98
Balt and Ohio	150	150	150	150	150
.. bonds, 1875	149	149	149	149	149
.. 1880	98	98	98	98	98
.. 1885	98	98	98	98	98
Marietta & Cin. 1st M.	97	97	97	97	97
.. 2d M.	91	91	91	91	91
.. 3d M.	79	79	79	79	79
Northern Central	40	40	40	40	40
.. bonds, 1885	87	87	87	87	87
.. 1900	87	87	87	87	87
Pittab. & Connellav. 7s	94	94	94	94	94
N. W. Va. 1st mort.	99	99	99	99	99
.. 2d mort.	99	99	99	99	99
.. 3d mort.	99	99	99	99	99
Virginia 6s, Consol.	53	53	53	53	53
.. Defer. Certif.	17	17	17	17	17
City Passenger R.R.	24	24	24	24	24

## Boston Stock Exchange.

Actual Sale Prices for the week ending May 1.

Th.18. F.19. Sat.20. M.22. Tu.23. W.24

Boston and Albany	155	151	150	151	150
Boston and Lowell	142	142	142	142	142
Boston and Maine	140	140	141	141	141
Boston and Providence	152	152	152	152	152
Boston, Hartford & Erie	64	64	64	64	64
.. 7s, new	47	47	47	47	47
Cheshire, pref.	133	133	133	133	133
Chl. Burl. & Quincy	133	133	133	133	133
Concord	142	142	142	142	142
Connecticut River	108	108	108	108	108
Eastern	108	108	108	108	108
Fitchburg	115	115	115	115	115
Manchester & Lawr'ce	115	115	115	115	115
Michigan Central	116	116	116	116	116
Northern, N. H.	114	114	114	114	114
Ogdens & Lake Champ.	89	87	88	88	88
.. pref.	104	103	103	103	103
Old Colony & Newport	114	114	114	114	114
Ph. W. & Baltimore	56	56	56	56	56
Port'd, Saco & Ports.	132	132	132	132	132
Union Pacific	40	40	40	40	40
.. 6s	91	91	91	91	91
.. Land Grant 7s	81	81	81	81	81
.. Income 10s	85	85	85	85	85
Vermont & Canada	99	99	99	99	99
Vermont & Mass.	85	85	85	85	85
South Boston (Horse)	102	102	102	102	102
Cambridge	64	65	65	65	65
Metropolitan	64	65	65	65	65
Middlesex	38	38	38	38	38
Central Mining Co.	15	15	15	15	15
Copper Falls	12	12	12	12	12
Franklin	11	11	11	11	11
National	57	57	57	57	57
Pewabic	57	57	57	57	57
Quincy	57	57	57	57	57

## London Stock Exchange.

Closing Prices—

April 12. April 19.

Atl. & Gt. West. N. Y. sec. 7 per ct	75	80	75	80
1st mort. 1880	65	70	65	70
Do. do. 2d mort. 1881	62	64	62	64
Do. Penn. 1st mort. 1877	100	102	100	102
Do. do. 2d mort. 1882	7	8	7	8
Do. Consol. 7 per cent. mort. 1890	77	79	77	79
Detroit and Milwaukee 1st mort. 7s	75	75	75	75
Do. 2d mort. 8 p. c.	53	54	53	54
Erie shares 100 dol. all paid	89	90	88	92
Do. sterlg. 6 p. c. convertible bonds	99	101	99	101
Illinois Central, 6 per cent. 1875	109	110	109	110
Do. Redemption mort. bonds 6 p. c.	82	85	82	85
Do. 100 dol. shares, all paid	90	100	90	100
Marietta and Cincinnati 7s	87	89	87	89
Michigan Central 8s, conv. 1869	97	99	97	99
Panama 2d mort. 7s, 1872	96	98	96	98
Panama General mort. 7s, 1897	50	51	50	51
Penn. R. R. bonds, 2d mort. 6 p. c.	96	98	96	98
Do. General mort. 6 p. c. 1910	96	98	96	98
Do. 50 shares	96	98	96	98
Philadelphia and Erie 1st mort. 1881	96	98	96	98
Do. with option to be paid in Phila.	96	98	96	98

## American Railroad Journal.

Saturday, May 4, 1873.

## Stock Exchange and Money Market.

Money has been offered with more freedom, and rates have been quoted more favorable to the borrowing interests, call loans ranging from 5@7 per cent., and choice to good discounts, from 7@12 per cent. per annum, as the extremes. The demand for accommodation, though quite active on speculative account, has been promptly met in most instances within the range of current quotations. The banks have been more liberal of aid; and private lenders have been making advances with more confidence. The U. S. Sub-Treasury office reduced its coin balance  $\frac{3}{8}$ ths of a million and enlarged its currency reserve nearly a million. The city banks added to their loan and discount average about  $1\frac{1}{2}$  millions during the week, and reduced their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance at the close of business on Tuesday of \$4,747,040, and a coin reserve, of \$71,058,471.

The city banks, in their latest return, show an increase of \$5,618,100 of legal tender notes, with a reduction of \$165,900 of specie, and an increase of \$7,508,400 of deposits; and of \$1,865,900 in their loan and discount averages, with a reduction

of \$71,500 in their item of circulation. The city bank exchanges, last week, averaged  $183\frac{1}{2}$  and thus far, this week, about 127 millions daily. The banks now hold \$5,895,125 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is \$18,112,500, against \$15,597,189 same time last year. The city bank deposits are now \$203,139,100, against \$222,349,225 week ending April 29, 1871. The legal tender reserve amounts to \$45,527,400, against \$60,426,291 same time last year. The circulation now stands at \$27,840,000 against \$31,461,929 same time last year. The loans are now \$274,926,500 against \$287,554,538 at this date last year.

The coin reserve of the city banks is now about  $18\frac{1}{2}$  millions as against about  $28\frac{3}{4}$  millions on the 6th of January; the legal tender reserve is about  $45\frac{1}{2}$  millions against \$46,616,000 on the statement of February 10th.

The U. S. Sub-Treasury augmented its currency balance \$984,780, and reduced its coin reserve \$398,194 as the result of the week's business. The receipts of the office were \$3,254,104 in coin, and \$3,587,077 in currency; payments, \$3,922,298 in coin, and \$2,552,297 in currency. The office received \$3,109,000 in coin or its equivalent, from customs; and disbursed \$2,052,385, of coin interest. The receipts of the office from all sources in April were \$81,147,759, including \$14,329,276 from customs; payments, \$78,041,565, including \$3,118,000 of coin-interest.

Government revenues have shown a fair yield through the week. The excises yielded within the week about two millions, and thus far since July 1, 1871, \$105,694,143. The customs at the port of New York last week were \$3,054,204; at the outports, equal to about a million more, all in coin, or coin certificates.

The cash balances of the Treasury Department on Monday were: Coin, \$129,617,930; currency, \$9,105,433. Coin certificates were outstanding for \$25,272,500.

Gold has been quite brisk and buoyant in price, on a more confident demand, mainly on speculative account, though the later dealings have shown less firmness in the general market. The customs call has been fair; while the export drain has been more extensive, though not equal to the coin interest disbursements of the Treasury office.

Under the May programme of the Treasury Department, Government proposes to sell during the month, at least ten millions of Gold as follows: Thursday, May 2, \$2,000,000; Thursday, May 9, \$2,000,000; Thursday, May 16, \$2,000,000; Thursday, May 23, \$2,000,000; Thursday, May 30, \$2,000,000. And to buy in ten millions of Five-Twenty bonds as follows: Wednesday, May 1, \$2,000,000; Wednesday, May 8, \$2,000,000; Wednesday, May 15, \$2,000,000; Wednesday, May 22, \$2,000,000; Wednesday, May 29, \$2,000,000.

The range of the price during the week has been from  $112\frac{1}{2}$ @ $113\frac{1}{4}$  and the closing quotation on Wednesday was  $112\frac{1}{2}$  against  $112\frac{1}{2}$ @ $112\frac{1}{2}$  the preceding Wednesday. The specie outflow, last week, was \$1,715,619. The Gold Exchange Bank clearances have averages about  $54\frac{1}{2}$  millions per day during the week.

The customs demand for Gold last week, averaged \$518,170 a day; thus far, this week, it

has averaged \$525,000 a day, or equal to a weekly aggregate of \$3,150,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$31,630, and since Jan. 1, 1872, \$622,639 against \$2,971,893 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been \$133,594,403 against \$124,502,575 same time in the preceding fiscal year 1870-71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to April 27, 1872, \$65,087,254, against \$72,281,841 same time in 1870-71.

The export drain of specie was \$1,715,619 last week, against \$3,332,493 same week preceding year. The shipments since July 1, 1871, have been \$31,540,250 against \$65,037,194 same time in 1870-71.

Foreign Exchange has been firmer as to price, and in more request. Bankers' sixty day bills on London closed on Wednesday at 109 $\frac{3}{4}$ @109 $\frac{3}{4}$ ; sight bills on London, 110 $\frac{1}{2}$ @110 $\frac{1}{2}$ .

The produce exports from this port, week ending with April 30, were to the currency value of \$4,790,733.

Government securities have been in fairly active demand and quoted stronger. The offerings have been on a limited scale, in nearly all instances.

U. S. sixes of 1881 closed here on Wednesday of the current week at 118@118 $\frac{1}{8}$ ; U. S. Five-Twenties of 1862, (other than the bonds called in) ex May coupon 112 $\frac{1}{2}$ @112 $\frac{1}{4}$ ; U. S. Five-Twenties of 1864 at (ex May coupon) 112@112 $\frac{1}{4}$ ; U. S. Five-Twenties of 1865, ex May coupon 112 $\frac{3}{4}$ @113; U. S. Five-Twenties of 1865 consolidated, 114 $\frac{3}{8}$ @114 $\frac{3}{8}$ ; U. S. Five-Twenties of 1867, 115@115 $\frac{1}{4}$ ; U. S. Five-Twenties of 1868, 115 $\frac{1}{4}$ @115 $\frac{1}{8}$ ; U. S. Ten-forties at 110 $\frac{3}{8}$ @110 $\frac{3}{8}$ ; U. S. Fives of 1881 (Funding Loan) ex May coupon, 111 $\frac{1}{2}$ @111 $\frac{3}{8}$ ; Six per cent. currency bonds, 116 $\frac{1}{2}$ @116 $\frac{3}{4}$ .

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 17.	April 24.	April 30.
Consols .....	92 $\frac{7}{8}$	92 $\frac{7}{8}$	93 $\frac{1}{4}$
U. S. 5-20s of 1862..	*90 $\frac{1}{2}$	*90	*90 $\frac{1}{4}$
U. S. 5-20s, 1865 .....	—	*91 $\frac{1}{4}$	—
" 1867 .....	93 $\frac{3}{8}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$
" 10-40s .....	89 $\frac{1}{2}$	89 $\frac{1}{2}$	—
New Fives of 1881 .....	—	—	90 $\frac{1}{2}$
Erie .....	—	54	55 $\frac{1}{2}$

\*Ex May interest.

State bonds have been in generally good request and have been quoted firmer in price, though closing irregularly.

There has been a fairly active call for the better class of Railway Bonds at firmer rates. The older issues have been scarce in the open market. Central Pacific Sixes have been in more request at 102 $\frac{3}{4}$ @103. Chesapeake and Ohio have been in good demand at 94 per cent. and accrued interest.

The Chesapeake and Ohio through line of railway is rapidly progressing toward completion. The company have now over 325 miles of their line ready for traffic, and the work is already so far advanced on the unfinished intermediate link of 100 miles, that track-laying will be continued, with but slight interruption, during the Summer, until the entire line is completed, from the navigation of the James to that of the Ohio River. The three tunnels on the New River and Greenbrier sections are nearly completed, upward of

5,000 men being employed on the work. It is the confident expectation of the company that they will have the road ready for a large tourist travel in the Autumn of this year, and that the line will have a valuable coal and iron business soon after its through line is opened, as well as a large through transportation of Western products to the seaboard.

The Northern Pacific Railroad 7.30 Gold bearing First Mortgage Bonds have been more sought after for investment purposes at par and accrued interest in currency. These bonds are an absolute lien on all the property and rights of the company, which will eventually embrace more than two thousand miles of road, with rolling stock, buildings and all other equipments; together with over twenty-three thousand acres of land to every mile of finished road, the land extending in a broad, fertile belt from Wisconsin, through the richest portions of Minnesota, Dakota, Montana, Idaho, Oregon and Washington, to Puget Sound. Both principal and interest on the bonds are payable in Gold coin, at the office of JAY COOKE & Co., New York City—the principal at the end of thirty years, and the interest (at the rate of seven and three-tenths per cent. per annum) first of January and July. The eminently responsible financial agents of the loan recommend the bonds, after the fullest investigation, with the same entire confidence with which they commended Government Bonds to all classes of buyers for investment.

Railway and Miscellaneous share property, has been more active, and generally firmer in price on a livelier speculative call.

In the Metal trade the movements of the week have been on a restricted scale. The offerings of Pig-iron continue light, and values more or less nominal, though quoted about as before, for prompt delivery; 225 tons Nos. 1 and 2 American sold on private terms. Wrought Scrap-iron has been quiet, but quoted steady at \$64@65 with sales reported of 100 tons from dock on private terms. Iron Rails have been in moderate demand at about previous figures with sales reported of 300 tons Double-headed, and 455 tons do. do. on private terms. Foreign lead has been more sought after and quoted stronger in price, on the basis of 6 $\frac{1}{4}$ c.@6 $\frac{3}{4}$ c., gold, for ordinary; sales, 100 tons on private terms. Spelter has been inactive at unchanged quotations. Pig-tin has been dull and heavy, with Straits, quoted down to 40c., gold. Tin Plates have been held with confidence, on a moderate inquiry, with sales reported of 1,000 boxes assorted Charcoal at \$13 75, and 2000 boxes Charcoal Terne part to arrive, mainly 1-5th X, at \$12 @12 25, gold, per box. Musselman Zinc sold to the extent of 10 casks at 9 $\frac{1}{4}$ c., gold, per lb. Copper, in less request and irregular as to price.

General business has been fairly active, in the line of domestic produce, with prices quoted stronger though closing less buoyantly in most instances. Middling upland cotton closed on Wednesday at 23 $\frac{3}{4}$  cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,557,623 bales, against 3,584,500 bales same time in the preceding year; exports 1,740,498 bales against 2,608,446 bales in the previous year; stock at the ports at latest dates, 295,954 bales against 490,613 bales same date 1871.

At the Live Stock Markets, Beeves have been

in moderate demand at 9 $\frac{3}{4}$ @13 $\frac{3}{4}$  cts.; Veals at 5@9 cts.; Sheep at 7 $\frac{1}{2}$ @10 $\frac{1}{2}$ ; Lamb 12@18 cts. Swine, at 4 $\frac{3}{4}$ @5 cts. per lb., all live weight. The week's receipts were 7,928 Beeves, 3,426 Veal Calves, 14,013 Sheep and Lambs; and 33,797 Swine.

Foreign goods have been in fair demand at generally firm prices. The week's imports of foreign goods reached the amount of \$9,573,956, including \$2,433,785 of dry goods.

Ocean freights have been more active and quoted steadier as to rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Milwaukee and St. Paul 1st mort. Iowa div., 89 $\frac{3}{4}$ ; Cedar Falls and Minnesota 1st mort., 85; North Missouri 1st mort., 92; Albany and Susq. R. R., 94 $\frac{1}{2}$ ; do. 2d mort., 98; Pacific R. R. 7s, guar. by Mo., 100 $\frac{1}{4}$ ; Quincy and Toledo 1st mort., 91; Galena and Chicago 1st mort., 105; St. Louis and Iron Mt. R. R., 102 $\frac{1}{2}$ ; do. 1st mort., 95 $\frac{3}{4}$ ; Toledo, Peoria and Warsaw 1st mort. E. D., 95; do. W. D., 91; do. 2d mort., 84 $\frac{1}{2}$ ; Ohio and Miss. 2d mort. 85 $\frac{1}{2}$ ; do. consol. 95, La Crosse and Mil. 1st mort. 8s, 96; Cleveland, Painesville and Ashtabula, new, 96; do. old, 100; Long Dock bonds, 97; Central of New Jersey 1st mort., 105; Boston, Hartford and Erie, R. R., 9 $\frac{1}{4}$ ; do. 1st mort., 47 $\frac{3}{8}$ ; do. guar. bonds, 52; New Jersey R. R., 126; New York and New Haven R. R. 6s, 98; do. scrip, 140; Lake Shore and Michigan Southern scrip, 93 $\frac{3}{8}$ ; Rome, Watertown and Ogdensburg R. R., 95; Memphis and Charleston R. R., 35; South Carolina 6s, new, Jan and July, 36 $\frac{3}{4}$ ; do. Apl. and Oct. 34 $\frac{1}{2}$ ; New York State 6s, 1872, 110; do. 7s, Bounty Loan, coup., 108 $\frac{3}{8}$ ; North Carolina 6s, Special tax, 15 $\frac{1}{4}$ ; do. Fund Act, 1868, 20; do. 1866, 25; Louisiana 8s, 1910, 83; Texas 10s, 1876, 85; Western Union Tel., 76 $\frac{1}{2}$ ; Quicksilver pref., 55 $\frac{1}{4}$ ; U. S. Exp., 76; Am. Mer. Union Exp., 74; Adams Exp., 99; Wells Fargo Exp., 86 $\frac{1}{4}$ ; Atlantic Mail S. S. Co., 34 $\frac{3}{4}$ ; Brunswick City Land, 8; Consol. Coal of Md., 43; Cumberland Coal and Iron, 75; Maryland Coal, 22 $\frac{1}{2}$ ; Spring Mt. Coal, 55.

Philadelphia.—Pennsylvania and New York Canal 7s, 97 $\frac{3}{8}$ ; Catawissa R. R., 18; do. 7s, new, 97 $\frac{1}{4}$ ; Philadelphia and Reading 7s, 1893, 102 $\frac{1}{2}$ ; Allegheny Valley 7 3-10s, 95; West Jersey R. R. 6s, 94 $\frac{1}{2}$ ; do. 7s, 101 $\frac{1}{2}$ ; Wilmington and Reading 7s, 97; West Chester R. R. 7s, 98 $\frac{1}{4}$ ; Schuylkill Nav. 6s, Boat Loan, 82; Pennsylvania Canal 6s, 76; Connecting R. R., 6s, 88; Sunbury and Lewis 7s, 95; Harrisburg and Lancaster 6s, 92 $\frac{1}{2}$ ; Morris Canal 7s, B. L., 90; Chesapeake and Delaware Canal 6s, 94; Pennsylvania R.R. allotments, 57 $\frac{3}{8}$ ; Lehigh Valley allotments, 59 $\frac{1}{8}$ ; do. 7s, new, 103; Philadelphia and Trenton R. R., 125; Nesquehoning R. R., 57; Huntingdon and Broad Top Mt. pref., 13; Pittsburg City 6s, 95; do. 5s, 74 $\frac{3}{8}$ ; Allegheny City 6s, 90; Allegheny Co. 5s, 78 $\frac{1}{2}$ ; Buck Mt. Coal, 32 $\frac{1}{2}$ . The latest quotations are: City 6s, 97 $\frac{1}{2}$ @98; do. free of tax, 101 $\frac{1}{2}$ @101 $\frac{3}{4}$ ; Pennsylvania State 6s, W.L. 100 $\frac{1}{2}$ @101 $\frac{1}{2}$ ; do. 1st series, 102 $\frac{1}{4}$ @102 $\frac{1}{2}$ ; do. 2d series, 105@105 $\frac{1}{2}$ ; do. 3d series, 106 $\frac{1}{2}$ @107; Reading, 59@59; do. mort. 7s, 1893, 102 $\frac{1}{2}$ @103; do. mort. 6s, 1880, 95@—; Camden and Amboy, 126@126; do. mort. 6s, 1889, 94 $\frac{3}{4}$ @94 $\frac{3}{4}$ ; do. 1883,



91½@92½; do. 1889, 91@91½; Pennsylvania R. R., 60½@60¾; do., allotments, 57¼@58; do. 1st mort., 100½@101¼; do. 2d mort., 97½@97¾; do. General mort. coupon, 93@94; do. reg., 93@93½; Little Schuylkill R. R., 47@47¼; Morris Canal, 48@50; do. pref., 124@125; do. 6s, 91@91; Susquehanna Canal, 8@8; do. 6s, 74@75; Schuylkill Nav., 7½@8¼; do. pref., 15@15½; do. 6s 1882, 79½@80; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 91½@92½; do. 5s, 58@—; Lehigh Coal and Navigation, 46@46½; do. 6s, 1884, 90@90½; do. R. R. Loan, 93@93¾; do. Gold Loan, 94¼@94¾; North Pennsylvania 50@51; do. 6s, 100½@101½; do., 7s, 97½@98; do. Chattle 10s, 109@111; Philadelphia and Erie, 28¼@28½; do. 6s, 89@89¼; Minehill, 53@53½; Catawissa, 18@19; do. pref., 47¾@47¾; Lehigh Valley, 59¼@59½; do. allotments, 59@59½; do. 6s, new coupon, 96@96½; do. reg., 97½@98½; do. 7s, 103@103; Fifth and Sixth streets, (horse,) 45@47; Second and Third, 64@66; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 83@84; Green and Coates, 47@47; Chestnut and Walnut, 54@57½; Hestonville, 20½@21½; Union, 76@—; Germantown, 36@38.

**Boston.**—Rutland pref., 63; do. scrip., 86; Cape Cod R. R., 81½; Norwich and Worcester R. R., 125; Summit Branch, 43; Granite Railway, 69¼; Connecticut and Passumpsic Rivers R. R. pref., 89¼; Portsmouth Gt. Falls and Conway R. R., 100; Burlington and Missouri R. R. in Nebraska, 63½; Cincinnati, Sandusky and Cleveland, R.R., 23; do. 7s, 1890, 83; Boston, Clinton and Fitchburg 7s, 1890, 90; Vermont Central 1st mort., 81½; do. 8s, 1891, guar., 100; New York, Providence and Boston R. R. 6s, 1876, 99¼; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 82; do. Land Grant 7s, 82; Stanstead, Sheffield and Chamblis 7s, 82½; Framingham and Lowell 1st mort. 7s, 1891, 90; Agricultural Branch 6s, 1884, 83; Western R. R. 6s, 1875, 97¾; Leavenworth Lawrence and Galveston 10s, 95; Boston Water Power, Co., 53½; Cary Imp., 14½; Brookline Land 7¼; Waverly Land, 7¼; New Hampshire 6s, 1884, 100; do. 1874, 99¾; Massachusetts 5s, 1873, gold, 107¼; Maine 6s, 100; Portland 6s, 1887, 97¼; do. 1877, 95; Lowell 6s, 1890, 99¼; Boston 5s, 1886, gold, 97¼; Boston 6s, 1880, currency, 101; Salem 6s, 1877, 99¼; Cook Co., Ills., 7s, 1880, 96¾; Chelsea 6s, 1879, 98¾; Allouez Mining Co., 12½; Calumet and Hecla, 154¾; Dana, 90c.; Eagle River, 1; Hungarian, 60c.; Minnesota, 7; Mesnard, 1½; Petherick, 4½; Pontiac, 1¼; Ridge, 12½; Rockland, 3¼; Shuniah, Silver, 8¼; Superior, 87½c.; St. Clair, 1½; Toltec, 1½.

**Baltimore.**—Northern Central 6s, 1900, gold, 94; Western Maryland 3d mort., guar., 95¾; Orange, Alexandria and Manassas 7s, 86¼; Orange, and Alex. 4th mort. 8s, 85; Maryland Defense bonds, 104½; Virginia 6s, old, reg., 42; do. consol, 6s, reg., 50½; do. consol, 6s, coupon, 55; do. ex coupon, 52. The latest quotations are: Pittsburgh and Connellsville 7s, 1898, 95@95½; Baltimore and Ohio, 149@150 do., pref., 100½@—; do., 6s, 1875, 96½@—; do., 1880, 96@—; do., 1885, 95@96; Northern Central, 40@41; do. 6s, 1885, 94@95½; do., 1900, 86@87; do., 6s, 1900, gold, 94@94½; N. W. Va. 1st mort., 99@99; do., 2d mort., 99@99½; do., 3d mort.,

1885, 92¼@—; Marietta and Cincinnati 7s, 1892, 97½@97¾; do., 2d mort., 87@88; do., 3d mort., 79½@79¾; Central Ohio, 82@83; do., 1st mort., 86½@87½; Western Md. 1st mort. 6s, 1890, 87½@90; do. 1st mort. guar., 95@97; do., 2d mort. guar., 95½@96; do., 3d mort., guar., 96@96½; do. 2d mort. pref., 70@75; do., 2d mort. guar. by Washington Co., 89@90; Richmond and Danville bonds,—@81; Orange and Alexandria 1st mort. 6s, 93@95; do., 2d mort. 6s, 83@84½; do., 3d mort. 8s, 95½@96½; do., 4th mort. 8s, 84½@85; Orange, Alex. and Manassas 7s, 85¾@86¾; Virginia and Tennessee 6s, 1st mort., 93@95; do., 6s, 2d mort., 78@80; do. 8s, 3d mort., 90@92½; Baltimore 6s, 1875, 97½@98¾; do., 1884, 98@98½; do. 1886, 99@100; do., 1890, 99@99; do., 1893, exempt, 99@—; do., 1900, exempt, 98¼@98½; Memphis City 6s, 53@56; Maryland 6s, 1890, 98@—; do. Defense Loan, 1883, 104@105; City Passenger R. R., 23½@24¼; George's Creek Coal, 81@85.

HARVEY FISK.

A. S. HATCH.

FISK &amp; HATCH, BANKERS,

NO. 5 NASSAU ST., New York.

We can recommend only such securities as we know to possess the essential qualification of *unquestionable security*. The securities to which we have given the necessary attention to enable us thus to recommend them, are:

THE BONDS OF THE CENTRAL PACIFIC RAILROAD Co., originally negotiated by us, and which we now buy and sell at market rates. They are widely known and highly esteemed in all the principal money markets of the world, and are dealt in at all the principal Stock Exchanges in this country and Europe, where they take rank in popularity and market value next to the Bonds of the United States Government. Present market price, about 102½.

THE 6 PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY, secured by a First Mortgage upon their great East and West Trunk Line of Railroad extending from the Chesapeake Bay to the Ohio River, forming a short, easy, low grade and economical through route for the transportation of Western products to the sea, and traversing the wonderful Iron and Coal deposits of Virginia and West Virginia, which are well known to be among the most important, varied, and valuable on this continent.

We have these bonds still for sale for account of the Company at 94 and accrued interest. Interest payable May and November. Principal and interest payable in Gold in the City of New York. Denominations \$1,000, \$500, and \$100, Coupon or Registered.

Full information furnished on application.

We buy and sell GOVERNMENT BONDS; receive deposits, and allow interest on balances; make collections; issue Certificates of deposit, and do a general banking business.

FISK &amp; HATCH.

The Calumet and Hecla Mining Company will pay on the 15th inst., the usual quarterly dividend of \$5 per share on its full complement of 80,000 shares, or at a rate of \$1,600,000 in dividends per annum. Competent judges estimate that the net profits of this company for 1872 cannot fall short of \$3,200,000, equal to \$40 per share.

THE

## St. Joseph & Denver City RAILROAD COMPANY'S First Mortgage Bonds

are being absorbed by an increasing demand for them.

Secured as they are by a first mortgage on the Road, Land Grant, Franchise and Equipments, combined in one mortgage, they command at once a ready market.

A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in *gold*. Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, \$1,000, \$500 and \$100, Coupon or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

Can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

## TANNER & CO., BANKERS, NO. 11 WALL STREET.

### The Public Debt.

By the monthly report of the public debt for April we learn that the debt was reduced during the month \$12,688,082 62. The total principal of the debt outstanding is \$2,278,519,598 54, on which there is due and unpaid of interest \$42,552,780 77—giving a total of principal and interest of \$2,321,072,379 31. There was at the same time cash in the Treasury, of coin, \$108,953,788 68, and of currency, \$14,475,199 91—giving a total of \$123,328,988 58; reducing the total debt, less cash in the Treasury, to \$2,197,743,440 72. The debt, less amount in the Treasury on the 1st of April 1872, was \$2,210,331,529 34—showing a decrease during the past month of \$12,688,088 62. Decrease since March 1, 1872, \$28,070,067 26. Decrease of the debt since March 1, 1871, \$215,481,968 64. Decrease of the debt from March 1, 1869, to March 1, 1872, was \$299,649,762 03.

Among the outward bound passengers, by the Steamship Russia, on the 21th ult., was Mr. J. A. Garland, junior member of the banking firm of Messrs Jay Cooke & Co. who, after years of close, assiduous, and intelligent devotion to the business interests of his firm, mainly in the New York house, where he has endeared himself to hosts of friends—now visits Europe, for the first time, for a few months, of rest and recreation.





end of the year, all the funds required for these purposes will, it is believed be provided without trenching upon the other assets now in hand. The permanent way will, at the end of the present year, be in an improved and the rolling stock in a thoroughly good condition. The Grand Trunk will, on the completion of the International Bridge, be in a good position for carrying through traffic between New York and the West with advantage to the freighter and traveling public and profit to themselves. The prospects as to through rates are brighter, especially since the break up of the Erie Ring in New York. Canada is growing in population and wealth. The opening of the Intercolonial will tend to lessen the loss heretofore experienced at the eastern end of the line. Under these circumstances the directors would ask the proprietors to exercise for another year the patience which is necessary to enable them to reap the first portion of the fruit of their past sacrifices.

Certificates for the capitalised interest for the year 1871 on the preference bonds and stocks will be issued shortly after the meeting.

The directors who retire by rotation are Messrs. Ferrier, Menzies, Potter, and Swift, and the retiring auditor is Mr. Child. These gentlemen are eligible, and offer themselves for re-election.

#### The New City on the Ohio.

The rapid and vigorous growth of some of our great Western cities, twenty-five or thirty years ago, which seemed so much like magic, or like a tale of the Arabian Nights, seems to be repeating itself in these later times nearer home, in the sudden birth and growth of the new city of Huntington, on the Ohio River, at the terminus of the Chesapeake and Ohio Railroad. Where, a year ago, there were half a dozen or more farms adjoining each other, and as many straggling farm houses, there is now a well laid out and generously planned city, duly incorporated, and with an organized city government, containing already about five miles of graded streets and avenues, over 200 buildings, and a population of from 1,000 to 1,500, to which additions are daily made from all sections of the country, preparing as rapidly as energy and capital and enterprise can accomplish it for the establishment and carrying out, on an extensive scale, of all the various manufacturing business industries which go to make up a thriving and prosperous town, and for which the situation is peculiarly favorable. The western shops and depots of the Chesapeake and Ohio Railroad Company are located here, and are now being erected on an extensive and substantial plan. Preparations are being made for the establishment here of rolling mills, car-wheel manufactories, manufactories of agricultural implements, building materials, etc., etc., for the western markets. Cheap fuel, cheap iron, cheap timber, and unfailling communication by rail and water with all the principal markets of the country combine to concentrate at Huntington all the elements of a great manufacturing and business centre. It will be the focal point at which all the railroads through Kentucky and Ohio, now building and projected to connect with the Chesapeake and Ohio, will concentrate. It must also become the great depot for the shipment and distribution of the coal of the Kanawha Valley, with which it is already connected by the western division of the C. and O. Railroad, and which is destined to be the great source of the supply of coal for the Western and Southwestern markets. Its situation at the head of reliable navigation on the Ohio River and at the western terminus of the Ches-

apeake and Ohio Railroad whose immense through tonnage and extensive coal and iron business must contribute to its rapid growth, assures its future as a populous and flourishing city.

#### New York and Albany Railroad.

(From the Albany Evening Journal April 24.)

The Assembly passed a bill last evening authorizing the Delaware and Hudson Canal Company to guarantee the payment of the principal and interest of any bonds (not exceeding \$1,100,000) which the city of Albany may issue in aid of the New York and Albany Railroad Company. This will result in a satisfactory compromise of the disagreement between the city and Railroad company in regard to the issue of stock authorized some time since by a written approval of a majority of the tax-payers of the city. The guarantee of the Delaware and Hudson Canal Company ensures the city of Albany against loss, and the loan of the credit of the city to the amount named ensures the early construction of the West Shore New York and Albany road.

We congratulate all the parties concerned in view of this judicious and honorable compromise. It is another proof of the influence and sagacity of those who have this great enterprise in charge. The following is the bill:

AN ACT to facilitate the construction by the New York and Albany Railroad Company of a railroad on the west side of the Hudson river, by authorizing the city of Albany to issue its bonds, and the Delaware and Hudson Canal Company to guarantee the same for the purpose of aiding in such construction.

SEC. 1. The city of Albany is hereby authorized to issue its bonds in ordinary form, payable to bearer, to run not exceeding thirty years, and for an amount in the aggregate not exceeding eleven hundred thousand dollars, for the purpose of aiding in the construction of the New York and Albany Railroad, upon the following conditions and obligations, to be entered into by the said New York and Albany Railroad Company, and the Delaware and Hudson Canal Company, which conditions, obligations and contracts the said corporations are hereby authorized to make.

The said Delaware and Hudson Canal Company is hereby authorized to contract with the said New York and Albany Railroad Company of the second part and the city of Albany of the third part, that if the said city of Albany shall issue its bonds to an amount not exceeding that hereinbefore stated, and to run a period not exceeding that hereinbefore stated, and shall receive therefor the stock of the said New York and Albany Railroad Company to an amount estimated at par value equivalent to the amount of bonds so issued, it, (the said Canal Company) will simultaneously with the issue of said bonds, bind itself to pay the interest falling due thereon after the first two years from their date, as it shall become due, and will guarantee and indemnify the city of Albany against the principal thereof, and all liability to pay the same, in consideration of the Delaware and Hudson Canal Company receiving the said stock from the city of Albany, together with all dividends accruing or declared upon the same.

And with a view to such arrangement, the said three corporations are authorized to enter into any agreements and contracts for the leasing of said New York and Albany Railroad to the said Canal Company, and the creating of a sinking fund for the retirement of the said bonds when falling due, and the indemnifying the city of Albany from liability thereupon, as may be proper and judicious for the above purposes.

§2. Nothing herein shall be construed to authorize the issue of any bonds by the city of Albany except upon the terms and conditions above described.

§3. This act shall take effect immediately.

## THE CANADA SOUTHERN RAILWAY COMPANY

Are now offering through the undersigned the

**REMAINING \$5,000,000**

OF THEIR

**First Mortgage Sinking Fund 30 Years**

**7 PER CT. GOLD BONDS**

AT

**90 AND ACCRUED INTEREST.**

THE ROAD runs from Buffalo to the Detroit River, connecting there with the Chicago and Canada Southern, now being built to Chicago, and will thereby form the

**SHORTEST TRUNK LINE BETWEEN BUFFALO AND CHICAGO**, or, in other words, will be the **SHORTEST LINK IN THE GREAT LINE OF TRAFFIC BETWEEN THE EAST AND WEST**, connecting the **GREAT SYSTEM OF RAILWAYS** which diverges from Buffalo, Toledo and Chicago.

A branch also runs from St. Thomas to St. Clair, where it forms connections with the various roads leading into the lumber and mineral regions of Michigan.

THE MAIN LINE from Buffalo to the Detroit River is 229 miles long. The branch from St. Thomas to St. Clair is 61 miles, and runs through the great Canada oil region.

OF THE entire line (290 miles) *Two hundred and twenty miles are graded, bridged, and ready for the superstructure.* The remaining 70 miles are under contract to be ready for the superstructure early in the Summer.

OF THE 800,000 ties required, 600,000 are on hand and the remainder are coming in daily.

**SIX THOUSAND FIVE HUNDRED TONS** of rails are delivered and paid for, and the balance contracted to be delivered early in the Summer, those for the main line being **STEEL**, all 60 lb. to the yard.

**ALL** the materials for the stations, and a part of the equipment are purchased.

**TRACK LAYING** will be begun as soon as the frost is out of the ground.

The entire line will be ready for business on or before Dec. 31, 1872.

THE ROAD is being built by the most experienced railroad men in the country, who are confident of a profitable business for it from the day of its opening.

THE ROAD will be

**33 Miles Shorter than any other Road**, either **BUILT** or in contemplation between Buffalo and Chicago.

THE MAXIMUM GRADE on the entire line does not exceed **FIFTEEN FEET** to the mile—and **Ninety six per cent.** of the road IS **STRAIGHT**.

The Canada Southern (including its branch of 61 miles to St. Clair) and the Chicago and Canada Southern, with their light grades, direct alignment, being the shortest route between Buffalo and Chicago, will admit of the most speedy, economical, and safe transit attainable for both passengers and freight.

The road thus far has been built by cash subscriptions, and the proceeds of the bonds now offered will complete and fully equip it. The principal and interest of the bonds are payable either in New York, London, or Frankfurt.

We have no hesitation in recommending the bonds **AS A PERFECTLY SAFE** as well as a **PROFITABLE INVESTMENT**.

**LEONARD, SHELDON & FOSTER,**  
No. 10 Wall-St.

**Schuylkill Navigation Co.**

The dissatisfaction that has for some time existed as to the situation of the Schuylkill Navigation Company, there is reason to hope, was amicably adjusted at the adjourned meeting of the Company yesterday. Many of the stockholders would have preferred the proposition of the committee reported at the last previous meeting of putting the works into the control of the Reading Railroad Company, and a resumption of full dividends under the lease on the 1st of July next, but to this there were found some legal difficulties, which, added to the personal objections known to exist, rendered most advisable the conclusions arrived at yesterday, namely, that the Reading shall continue its annual payment of \$10,392 for maintenance of organization, but that only \$5000 of that sum after the current year shall be applied to that purpose, the remainder going towards the payment of claims; that the Navigation Company shall resume the payment of 50 cents per share semi-annually on the preferred and 25 cents semi-annually on the common stock—being two-thirds of the dividend named in the lease. The entire dividends annually paid by the Reading to the Navigation Co. are \$80,556 on the preferred and \$28,360 on the common stock—giving a total of \$108,916. One-third of this sum being withheld from the stockholders amounts to \$36,305, to which if is added the \$5,392 withheld from the item of organization expenses, gives an aggregate of \$41,697 to be applied annually to the extinguishment of the floating debt, which is put down at \$104,000. Thus, under this arrangement, the floating debt will be paid off in two and a half years, while stockholders will regularly get two-thirds of their full dividends, and when the floating debt is paid the Company will thereafter have whatever excess there may be in the annual item of \$10,392 organization charges, as the nucleus on which to grow a surplus. The committee having the matter in charge joined with loanholders, stockholders and officers in the compromise, and long-waiting stockholders may now safely be congratulated on once more finding their stock among the reliable investments. At the present price of 16 for the preferred shares they pay 6 per cent. on their cost, with the probability of 10 per cent. at the end of two and a half years.—*Phila. Ledger*, April 25.

**Toledo and Northwestern Railway.**

The prospects of this new project, flattering as they have been from the outset, are constantly brightening, and at this date, are more gratifying than those of any new enterprise of the kind now occupying the attention of the Northwest. Meetings have been held at all the principal points between this city and Willshire, and the attendance and enthusiasm surpasses anything of the kind that has ever been witnessed in connection with a railroad project. This interest has been greatly heightened by the passage of the Boesel bill by the legislature, as it enables the people along the route to increase the amount which they feel willing to put into the road; and there is no doubt that the aid which will be voted coupled with the large individual subscriptions which have been made, will enable the company, as soon as it is formally organized, to commence work along the entire line of the Ohio Division. More than sufficient money has already been pledged to construct the road-bed, and at every point between Grand Rapids and Willshire, via Van Wert, the people are at work with an energy and zeal that promises an early completion of the enterprise.—*Toledo Blade*.

**Journal of Railroad Law.**

**RAILROAD COMPANIES—BILL OF LADING GIVEN AFTER SHIPPER HAS PARTED WITH HIS GOODS DOES NOT CONTROL VERBAL AGREEMENT MADE AT TIME OF SHIPMENT.**

The case of *Bostwick vs. The Baltimore and Ohio Railroad Company*, (45 N. Y., 712,) was an action brought to recover the value of sixteen bales (part of fifty-four bales) of cotton, shipped by the plaintiff from Cincinnati to New York. The cotton was conveyed by rail to Baltimore, and there shipped on steamers for New York. Thirty-eight bales went through safely to New York. The sixteen bales were never delivered. The District Court non-suited the plaintiff and the General Term affirmed it.

The following is the opinion of the Court delivered by

**RAPALLO, J.**—No evidence was introduced on the part of the defendant showing any limit to the authority of Cooke in making contracts for transportation by the line in question. That he was the agent of the defendant and the other companies for the making of such contracts, is shown by the facts, that a portion of the bales shipped under the contract made by him were carried through, and that the defendant received the freight for the entire distance on all the bales, according to the contract; that on the face of the bill of lading, of which the defendant claims the benefit the name of Cooke is printed as agent, at Cincinnati, of the line of transportation of which the defendant's road forms a part, which purports to be a through line, and that the bill is signed by him as such agent.

In the absence of any explanation by the defendant, these facts were at least *prima facie* evidence of the authority of Cooke to make the verbal contract testified to by the plaintiff.

There was no contradiction attempted of the evidence of the plaintiff that he made a verbal contract with Cooke for the transportation of the fifty-four bales through to New York by "all rail" and agreed to pay the all rail route. The goods were shipped under this verbal agreement, before any written contract or bill of lading had been tendered to the plaintiff.

The verbal agreement had been acted upon, and under it the plaintiff had parted with all control over his goods.

The rule that prior negotiations were merged in a subsequent written contract does not apply to such a case as this.

If the plaintiff had expressly assented to the terms of the bill of lading subsequently delivered to him, such assent would operate as a change of the terms of the contract originally made, and under which he had parted with his property. But after the verbal agreement had been consummated and rights had accrued under it, the mere receipt of the bill of lading, inadvertently omitting to examine the printed conditions, was not sufficient to conclude the plaintiff from showing what the actual agreement was under which the goods had been shipped.

In the case of *Corey vs. The N. Y. Cent. R. R. Co.*, decided in April 1871, not reported, we held that conditions contained in a bill of lading, not delivered until after the shipment and loss of the goods, though before the loss was known, did not control the rights of the shippers.

The present case is analogous in principle to the one cited.

The goods having been shipped under an agreement that they should be carried "all rail" a loss occasioned by their being carried by sea is no excuse for their non-delivery to the plaintiff.

There was also some evidence of delay in sending forward the portion of the goods which was lost. This delay, unexplained, tended to show negligence on the part of the defendant.

It is true that there is no allegation of negligence in the complaint. But the complaint alleges the non-delivery of the goods, which was a breach of duty on the part of the defendant, unless excused.

The defendant sets up, in excuse, the conditions of the bill of lading, and the loss of the goods by the dangers of navigation. Even if the conditions were binding upon the plaintiff, it was competent to rebut this defence by showing that the goods became exposed to the danger by reason of the default of the defendant, and that if they had been forwarded with due diligence, they would not have been on board of the vessel which was lost. (*Michaels vs. The N. Y. Cent. R. R. Co.* 30 N. Y. 564.)

If there was negligence on the part of the defendant in sending forward the goods, the conditions of the bill of lading would not exempt the defendant from liability.

The judgment should be reversed and a new trial ordered, costs to abide the event.

So Ordered.

**The Le Roy (N. Y.) Courier** of 26th ult., says: "We are gratified in being able to announce that John L. Mapes, chief, with his corps of engineers, is now engaged in re-running the line of the New York and Chicago Railway east from this village to the Genesee river. They have just finished the line west from Batavia to the Niagara river. We are informed that the whole line through the State has now been run, and the grades and curves are within the maximum as required by General Stewart, the chief engineer. The survey from Syracuse to Black Rock is probably as near a direct line as any road of equal length in the United States."

**The track on the narrow-gauge North and South railroad** having been laid for one mile out from Columbus, Ga., the first locomotive trip was made over it on the 26th ult. Construction trains will hereafter run regularly. Track laying will be continued at the rate of about five miles per month.

**The Sandwich Gazette** says that owing to the great increase in the price of iron, the extension of the Cape Cod Railroad, from Wellfleet to Provincetown, will be abandoned until another year. The grading of the road will be completed this summer as contracted.

**The estimated earnings of the Erie Railway** for the week ending April 23 1872, were \$434,175; against \$351,108 for the corresponding period of 1871—an increase of \$83,067. Total earnings since April 1, 1872, \$1,213,709—an increase over the same time in 1871 of \$210,545.

**The estimated earnings of the Kansas Pacific Railway** for the second week in April were \$73,397 62.



**Atlantic and Gt. Western Railroad.**

The following is a summary of a Report made to the New York Stock Exchange by the Committee on Securities;

	Miles.
Length of main line from Salamanca, N. Y., to Dayton, Ohio.....	388
Franklin branch.....	32
Hubbard.....	14
Silver Creek.....	6
Leases—Cleveland and Mahoning.....	67

Total number of miles.....507

In addition to the above, the company own an interest in the lease of the Cincinnati, Hamilton and Dayton Railroad, 67 miles.

First mortgage seven per cent. bonds, dated December 16, 1871. Mature January 1, 1902. Principal and interest payable in gold in London. Interest payable January 1 and July 1, in London.....\$18,000,000

Second mortgage seven per cent bonds, dated December 16, 1871. Mature March 1, 1902. Principal and interest payable in gold in London. Interest payable March 1 and September, in London.....12,000,000

Third mortgage seven per cent bonds, dated December 16, 1871; mature May 1, 1902; principal and interest payable in gold in London. Interest payable (when earned) May 1 and November 1, in London, but no interest is to be paid unless earned above all expenses and additions to road.....29,000,000

Total issue of bonds.....\$59,000,000

Capital stock, common and preferred, to be issued to creditors of the old company.....50,000,000

Total capital.....\$109,000,000

Receipts for October, 1871.....\$397,934 74  
Receipts for November, 1871.....291,376 26  
Receipts for December, 1871.....357,102 67

Of the first mortgage bonds \$9,500,000 are held by the company to redeem outstanding first mortgage bonds on the Ohio division, and the outstanding stock of the reorganization trustees, and \$1,500,000 remain in the treasury of the company, leaving \$7,000,000 to the creditors of the old company. Of the second mortgage bonds, \$8,000,000 are issued to creditors of the old company, and the remainder are in the treasury.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.  
NEW YORK, May 2, 1872.

THE ANNUAL MEETING OF THE SHAREHOLDERS of the Illinois Central Railroad Company for the election of directors and the transaction of other business will be held at the office of the Company, in the city of Chicago, on Wednesday, the 29th day of May instant, at 11 o'clock A. M.

The transfer books of the Company will be closed after the fourteenth instant until the first day of June next.

L. A. CATLIN, Secretary.

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**Due 1891 in Gold.**

**INTEREST 7 PER CENT. GOLD, FREE OF GOVERNMENT TAX.**

Payable January 1st and July 1st, in New York.

THE CAIRO AND FULTON RAILROAD IS the main artery for travel across the State of Arkansas. It is the continuation of the St. Louis and Iron Mountain Railroad, and under the same management. It will connect the St. Louis Railroad and the Illinois Central Railroad with the International Railroad, the Southern Pacific Railroad and the Texas system of roads. Its length is 301 miles, and it deviates from a straight line but six miles. It has no grades over 15 feet to the mile. It passes through the most thriving counties and the Capital, Little Rock. The Land Grant of 1,926,400 acres "is one of the most extensive and valuable ever made to any road by Congress." The whole road is under contract for building. 52 miles are now operated, and track-laying will go on at the rate of about half a mile a day until the connection of Little Rock with St. Louis is completed. The First Mortgage Bonds, \$8,000,000, are the first lien upon the road, rolling-stock and lands, and are recommended as a safe investment. The officers are:

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The Union Trust Company, Trustee of the Bonds. Price 90 and accrued interest in currency. The Company reserves the right to advance the price at any time. Marketable securities received in exchange at full market rates and Express charges paid. Maps and pamphlets may be obtained on application to

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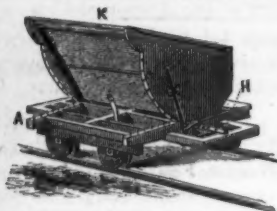


Fig. No. 1, Car Loaded.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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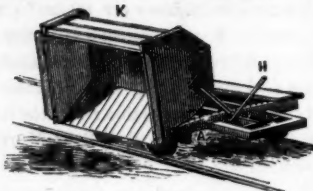


Fig. No. 2, Car Dumped.

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Freight for last-named ports received until 4 P. M. of May 13.

An extra steamer will leave San Francisco, May 16, 1872, for Japan and China.

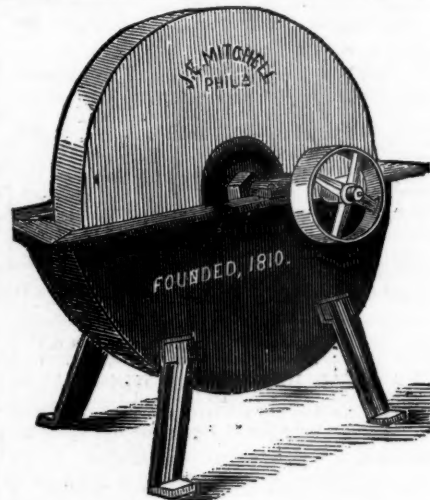
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